

COUNCIL
AGENDA

OCT 15, 1974

THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A
C O U N C I L

Tuesday,
October 15, 1974,
9:30 a.m.

PRAYER

FORMAL ROLL CALL

MINUTES OF COUNCIL MEETINGS - September 23, 1974
September 25, 1974
October 9, 1974

DEPUTATIONS: Messrs. G. Farrow and Peter Zoubek (Dunlop and Farrow, Architects) re Mississauga Valley Complex. See report from Commissioner of Recreation and Parks "R12".

Mr. R. Lawrie re by-laws for Glen Erin Phase IV and Clabrams Investments. (By-laws passed at the Council meeting September 23 to be repealed if all City requirements not met.)

PUBLIC QUESTION PERIOD

CORRESPONDENCE: Information Section 1 to 55

NOTICES OF MOTION

REPORTS OF MUNICIPAL OFFICERS: - R 1 to R 13

REPORTS OF COMMITTEES: General Committee September 25, 1974
General Committee October 2, 1974
General Committee October 9, 1974

PETITIONS: Re: Gordon Drive barricade from residents on Premium Way

UNFINISHED BUSINESS

BY-LAWS

#388-74 By-law Number 388-74 being a by-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$960,000.00 (of which \$560,000.00 is to be debentured) for the reconstruction of Torbram Road from Derry Road to the C.N.R. tracks. (This project has received O.M.B. approval)

THIRD READING

#464-74 A By-law to authorize the temporary borrowing of \$960,000.00 (of which \$560,000.00 is to be debentured pending the issue and sale of debentures. (To provide for temporary financing for road reconstruction in by-law 388-74.)

THREE READINGS

#465-74 A By-law to authorize execution of an agreement for municipal purposes. (Agreement covering contract P.N. 74-073 - Torbram Road reconstruction, awarded to Elmford Construction.)

THREE READINGS

#322-74 By-law No. 322-74 being a by-law to authorize an application to the Ontario Municipal Board for approval of a capital expenditure in the amount of \$2,200,000.00 for purposes of The Hydro Electric Commission of the Town of Mississauga. (This has received O.M.B. approval.)

THIRD READING

#466-74 A By-law to authorize the temporary borrowing of \$2,200,000.00 pending the issue and sale of debentures. (To provide for temporary financing for Hydro purposes as contained in by-law 322-74.)

THREE READINGS

#330-74 By-law #330-74 being a by-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$226,040.00 (of which \$87,657.90 is to be debentured) for reconstruction works - Dundas Street-Stanfield Road Intersection, City of Mississauga. (This project has been approved by the O.M.B.)

THIRD READING

BY-LAWS (Cont'd)

- #467-74 A By-law to authorize the temporary borrowing of \$226,040.00 (of which \$87,657.90 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for road works contained in By-law 330-74 - Dundas St. and Stanfield.)

THREE READINGS

- #468-74 A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$150,000.00 (of which \$75,000. is to be debentured) for the reconstruction and asphalt paving of Eglinton Avenue West from Mississauga Road to Erin Mills Parkway. (This is as recommended by the City Engineer in his report adopted by Council on August 26, 1974)

TWO READINGS

- #469-74 A By-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$70,000.00 (of which \$66,000.00 is to be debentured) for construction of a storm sewer in the City of Mississauga. (On Theodore Drive and easements. As recommended by City Engineer in report dated September 19, 1974 included with this agenda.)

TWO READINGS

- #470-74 A By-law to amend By-law No. 7037. (This provides for three-way stop control for the intersection of Flagship Drive and Rymal Road, as set out in Resolution #603 passed by Council on Aug. 12/74. See Engineer's report R3 attached to the agenda.)

THREE READINGS

- #471-74 A By-law to amend By-law 9964 of the former Town of Mississauga, being a by-law to authorize an application to The Ontario Municipal Board for approval of a grant in the amount of \$50,000.00 to the Mississauga Canoe Club. (This is as recommended by General Committee October 2, 1974, Item #962.)

THREE READINGS

- #472-74 A By-law to execute a Declaration. (This is the standard form of Declaration made by Consolidated Building Corporation Limited, under the Condominium Act. CDM 527. Condominium Committee August 28, General Committee September 4, adopted by Council on September 9, 1974)

THREE READINGS

BY-LAWS (Cont'd)

- #473-74 A By-law to authorize execution of Standard Form of Agreement between Client and Architect. (As recommended in Item 920, General Committee Report September 25, 1974. Malton Community Complex - Architect Raymond Moriyama.)

THREE READINGS

- #474-74 A By-law to authorize the execution of an Assignment of Agreement of Purchase and Sale. (Germiston Investments Limited, - City purchase of Pt. Lot 28-29 Plan STR 3, Church St., Streetsville. As recommended in Item 841, General Committee September 4, 1974, adopted by Council September 9, 1974)

THREE READINGS

- #475-74 A By-law to accept a Deed of Land. (1 ft. reserve Erindale Station Road. Condition of the Engineering Department for Kart Construction, File OZ-75-73.)

THREE READINGS

- #476-74 A By-law to authorize execution of a Quit Claim Deed. (Property at 2598 Confederation Parkway, acquired by the City on April 30, 1973. We have been advised by the solicitor for the owner of 2590 Confederation Parkway, that the house at 2590 encroaches about 6 ft. on the city-owned land. The house was built over 40 years ago. In order to rectify this situation and clear title for 2590 the city quit claims a strip of land 10 ft. by 118 ft.)

THREE READINGS

- #477-74 A By-law to accept a Deed of Land. (One foot reserve on the east side of Airport Road, north of Morningstar Drive. Requirement of the Committee of Adjustment under File CAB 40/74-M.)

THREE READINGS

- #478-74 A By-law to execute a Grant of Easement. (The Region wishes to use a City easement from Millcreek Drive to install a water line into Canada Brick Co.)

THREE READINGS

- #479-74 A By-law to authorize the execution of an Engineering Agreement between Aldean Holdings Ltd. and The Corporation of the City of Mississauga. (File OZ-10-73, south side of Dundas Street East, west of Dixie Road. All Engineering requirements have been met.)

THREE READINGS

BY-LAWS (Cont'd)

- #480-74 A By-law to authorize the execution of an Engineering Agreement between Shell Canada Limited and The Corporation of the City of Mississauga. (File OZ-90-74. All City requirements have been met.)

THREE READINGS

- #481-75 A By-law to authorize the execution of an Engineering Agreement between Markborough Properties Limited and The Corporation of the City of Mississauga. (All City requirements have been met. Lands located north of Derry Road, east of Winston Churchill Blvd.)

THREE READINGS

- #482-74 A By-law to appoint a Deputy Clerk. (As recommended by General Committee October 9, 1974)

THREE READINGS

- #483-74 A By-law to convey all of Part 3, Plan 43R-2348 registered in the Land Registry Division of Peel (No. 43). (This deed covers a small parcel of land between Beach Street and the high water mark in Lake Ontario - Crookes Park, being conveyed to Credit Valley Conservation Authority. As recommended in item #963, General Committee Report October 2, 1974)

THREE READINGS

- #356-74 By-law Number 356-74 being a by-law to authorize an application to The Ontario Municipal Board for approval of a capital expenditure in the amount of \$250,000-00 (of which \$144,000.00 is to be debentured) for the reconstruction of Goreway Drive from Morningstar Drive to Brandongate Drive. (This project has now received O.M.B. approval.)

THIRD READING

- #484-74 A By-law to authorize the temporary borrowing of \$250,000.00 (of which \$144,000.00 is to be debentured) pending the issue and sale of debentures. (This will provide for temporary financing for the reconstruction of Goreway Drive as set out in By-law 356-74.)

THREE READINGS

BY-LAWS (Cont'd)

#485-74 A By-law to authorize execution of an agreement for municipal purposes. (This agreement covers contract P.N. 73-120 (Goreway Drive reconstruction) awarded to Graham Bros. Construction Limited.)

THREE READINGS

#486-74 A By-law to amend By-law Number 5500 as amended. (File OZ-69-73 - Phi International Inc. Pt. Lot 10, Range 2, S.D.S. and Block A, R.P. M-34. To change zone designation of a parcel of land from R2 to R3 and from R3 to R2. Located on the north side of Queensway West, east of Rosemary Drive.)

THREE READINGS

MOTIONS

NEW BUSINESS

CONFIRMING BY-LAW

CITY OF MISSISSAUGA

DATE: October 9, 1974. R1

PLANNING DEPARTMENT

MEMORANDUM

TO M. L. Dobkin, Mayor, and Members of the City of
Mississauga Council

FROM J. D. Lethbridge, City Architect

SUBJECT Selection of Consultants for the Recreation and
Parks Department Pool Program

COMMENTS On Monday morning, October 7, 1974, presentations
were made to the Pool Consultant Selection Committee
by the following consultant firms:

McMullen Sedgwick & Associates Limited
Melvin I. Satok Architect
A. M. Ingleson Architects
Stark Temporale Architects
Thom Partnership Architects & Planners

The unanimous recommendation of the Selection Committee
is:

- a) that A. M. Ingleson Architects be retained as
consultants for the indoor pool project at the
Cawthra Secondary School;
- b) that Stark Temporale Architects be retained as
consultants for the 3 outdoor pool projects to
be located in The Thornlodge Park, The Lewis
Bradley Park and The Applewood Heights Park.

A draft resolution to this effect is attached.

RESOLUTION AVAILABLE

R2

CITY OF MISSISSAUGA
Engineering and Works Department

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Theodore Drive Storm Sewer
Our File: P.N. 74-064 & 04-00-150.1

RECEIVED	
September 19, 1974.	
REGISTRY No.	8644
DATE	SEP 24 1974
FILE No.	P23-74
FILED BY	
CLERK'S DEPARTMENT	

Ladies & Gentlemen:

In accordance with the provisions of the 1974 Capital Works Programme, the following is a report for the construction of approximately 390 feet of storm sewer, details of which are summarized in Schedule I attached herewith.

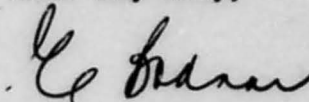
There is an existing storm sewer system in the Theodore Drive Area which serves approximately 300 acres of land, mostly in an agricultural state. During heavy rainfalls, very severe flooding takes place on the street and in the backyards in the area. This is attributable to the existing undersized sewer and its poorly aligned shallow inlet.

A deeper and larger sewer with inlet improvements will ultimately be required as a replacement for the existing storm system. To expedite the work, it is desirable to proceed with it in two phases. This report covers Phase I of the work. Consideration should be given to the inclusion of Phase II in the 1975 Capital Works Programme, subject to further studies to be carried out. A total system, i.e., both phases, would be sized to accommodate the lands to the north and west when they are developed. The estimated lifetime of the sewer is at least twenty-one years.

It is recommended that the work be carried out under Section 354 (1) 53 of the Ontario Municipal Act, financed by the issuance of debentures bearing interest at such rate as Council may determine, with payments to be made in twenty equal instalments.

Total estimated cost of the work	\$70,000.00
Anticipated M.T.C. Subsidy	4,000.00
Net Cost to the Corporation	66,000.00
Annual Cost to the Corporation at 10% interest over 20 years	7,752.34

Yours very truly,



E. Bodnar, P.Eng.,
City Engineer.

TWO READING BY LAW ON AGENDA

c.

22

P.N. 74-064

SCHEDULE ICAPITAL REPORT
SEPTEMBER 19, 1974.THEODORE DRIVE STORM SEWER

LOCATION	FROM	TO	Approx. Length (ft.)	Diameter (Inches)	Total Estimated Cost \$
Easements on Lots 6 & 7, R.P. 529	Westerly Limit of R.P. 529	Theodore Drive	230	84	\$42,000.00
Theodore Drive	Opposite common lot line, lots 6 & 7 R.P. 529	160 feet in a southerly direction	160	84	28,000.00
TOTALS			390		\$70,000.00

TOTAL ESTIMATED COST	\$70,000.00
ESTIMATED M.T.C. SUBSIDY	4,000.00
TOTAL COST TO THE CORPORATION	\$66,000.00
COST PER YEAR FOR TWENTY YEARS AT 10% PER ANNUM	\$ 7,752.34

R3

CITY OF MISSISSAUGA

September 17, 1974

The Mayor and Members of the
General Committee
City of Mississauga

Re: Traffic By-law
Flagship and Rymal Road
Our files : 06-00-115
220.5

Council directed the Engineering Department to prepare a report with an accompanying by-law for a three-way stop control for the intersection of Flagship Drive and Rymal Road.

Our recent studies indicate no need whatsoever for the requested three-way stop control. Traffic speeds on Rymal Road were found to be lower than average as compared to other similar 30 m.p.h. roads,

There is only one accident recorded for the intersection of Flagship Drive and Rymal Road over the past five years to date and this occurred on January 29, 1973 under icy road conditions. Attached is the requested by-law amendment.

E. Bodnar

E. Bodnar, P. Eng.
City Engineer

JB/ssa.

BY LAW ON THE AGENDA

3a

Moved by: C. J. Killaby
Seconded by: Milton Gregory

#603

BE IT RESOLVED that the request from the residents on Rymal Rd.
and Flagship in the school area, for a three-way stop be in-
stalled as early as possible.

CARRIED

NOTE:

The following verbal motion was moved by Councillor
McCallion, seconded by Councillor McK echnie:

"THAT an Engineer's report accompany all requests for
three-way stop signs dealt with today, when the by-
laws come to Council."

MOTION CARRIED

86-74

CITY OF MISSISSAUGA
Engineering & Works Department

R4

October 3, 1974

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Reconstruction of Goreway Drive from
Morningstar Drive to Brandon Gate Drive.
Our File: P.N. 73-130

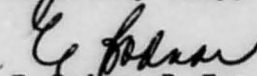
Ladies & Gentlemen;

Listed below is a summary of tenders, opened at a Public Tender Meeting on Friday, September 20, 1974.

1.	Graham Bros. Construction Ltd.	\$170,539.75 (Corrected)
2.	Pave-Al Ltd.	\$174,292.80
3.	Fermar Paving Ltd.	\$181,351.60
4.	Armbro Materials & Construction Ltd.	\$185,705.80
5.	Prospect Paving Ltd.	\$186,615.19
6.	Warren Bitulithic Ltd.	\$187,493.82

We recommend that this contract be awarded to the low bidder, Graham Bros. Construction Ltd., for their tender price of \$170,539.75 (Corrected) subject to the approvals of Ontario Municipal Board and Ministry of Transportation & Communications. A draft resolution to this effect is attached.

Yours very truly,


E. Bodnar, P. Eng.
City Engineer

SB SEB:db
Encl.

c.c. Mr. C. Watt
Mr. I. F. Markson, City Manager

RESOLUTION WILL BE AVAILABLE

September 25, 1974.

Our File:
P.N. 74-025.6

R5

SUBJECT 1974 ROADSIDE TREE PLANTING PROGRAMME

ORIGIN Annual Tree Planting Programme in Budget.

COMMENTS The following is the only tender received
for the above noted project, opened at a
public tender opening on Wednesday,
September 25, 1974:

Environs Landscape
Contracting Co. Limited \$20,377.50

RECOMMENDATION
That a contract for the 1974 Roadside Tree
Planting Programme be awarded to Environs
Contracting Co. Limited, the only bidder,
at the tendered price of \$20,377.50.

A draft Resolution to this effect is attached.

This award is subject to approval by the
Ministry of Transportation and Communications.

E. Bodnar
E. Bodnar, P.Eng.,
City Engineer.

J KM/ds

Att.

c.c. Mr. I. F. Markson

RESOLUTION AVAILABLE



City of Mississauga

MEMORANDUM

To CITY COUNCIL

From MR. R. D. HASTED **R6**

Dept.

Dept. PURCHASING

September 27, 1974

Ladies & Gentlemen:

SUBJECT: PURCHASE OF ONE (1) STREET SWEEPER LESS
TRADE-IN - TW-26-1974

COMMENTS: Listed below is a summary of the Tenders that were
received and opened at the Tender Opening of
September 25th, 1974:

	<u>Total Net Cost</u>
(i) S.M.I. Industries Ltd.	\$32,167.00
(ii) Serquip Limited	29,960.00

RECOMMENDATION:

That Tender TW-26-1974 for the purchase of One (1)
Street Sweeper, less trade-in, be awarded to
Serquip Limited as being low bidder. Total Net
Cost to the City \$29,960.00.

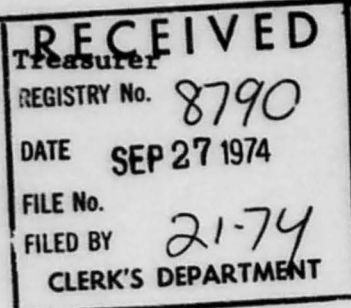
Yours truly,

R. D. Hasted
R. D. Hasted
Purchasing Agent

RDH:pr

cc: Mr. J.M.Burwell, Treasurer

RESOLUTION WILL BE
AVAILABLE



CITY OF MISSISSAUGA

R7

June 11, 1974.

The Mayor and Members of the
General Committee
City of Mississauga

Re: Supply and Installation
of Traffic Control Signals
Dundas Street East & Coram Avenue
Our file : P.N. 74-061

Listed below is a summary of tenders for the above project
opened by a Public Tender Meeting on Friday, June 7, 1974.

- | | |
|----------------------------------|-------------|
| 1. Bennett & Wright Eastern Ltd. | \$11,978.00 |
| 2. Guild Electric (Ontario) Ltd. | \$12,226.00 |

We recommend that this contract be awarded to the low bidder,
Bennett & Wright Eastern Ltd. for their tender price of
\$11,978.00 subject to the approval of the Ministry of Transportation
and Communications & the Region of Peel.

A draft resolution to this effect is attached.

E. Bodnar

E. Bodnar, P. Eng.
City Engineer.

Attchd.

[Signature]

RESOLUTION AVAILABLE

RECEIVED	
REGISTRY No.	8774
DATE	SEP 27 1974
FILE No.	
FILED BY	21-74
CLERK'S DEPARTMENT	

CITY OF MISSISSAUGA
Engineering & Works Department

R8

October 3, 1974

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Sodium Chloride Contract
Our File: P.N. 74-026

Ladies & Gentlemen;

The following is a summary of tenders opened on Wednesday,
October 2, 1974 in connection with the above project.

- | | | |
|----|--------------------------------|--------------|
| 1. | The Canadian Salt Company Ltd. | \$140,889.00 |
| 2. | Domtar Chemicals Ltd. | \$146,034.00 |
| 3. | Iroquois Salt Products Ltd | \$146,034.00 |

We recommend award of the contract P.N. 74-026, Sodium
Chloride Contract, to the low bidder, Canadian Salt Company
Ltd., in the amount of \$140,889.00. A draft resolution to
this effect is attached. Award of this contract is subject
to the approval of the Ministry of Transportation &
Communications.

Yours very truly,

E. Bodnar

E. Bodnar, P. Eng.
City Engineer

J JJD:db
Encl.

c.c. Mr. I. F. Markson
Mr. K. Middleton

RESOLUTION WILL BE AVAILABLE

RECEIVED	
REGISTRY No.	9088
DATE	OCT 8 1974
FILE No.	2174
FILED BY	
CLERK'S DEPARTMENT	

R9

October 7, 1974

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario.

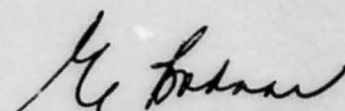
Re: Asphalt Resurfacing Contract
Our Files: P.N. 74-030 and
04-00-150.1

Ladies and Gentlemen:

Listed on the attached sheet are tenders received for the above-noted project, opened at a public tender opening on Wednesday, October 2, 1974.

We recommend that a contract for Asphalt Resurfacing be awarded to Warren Bitulithic Limited, the low bidder, at the tendered price of \$283,161.45. A draft Resolution to this effect is attached. This award is subject to approval by the Ministry of Transportation and Communications.

Yours very truly,


E. Bodnar, P. Eng.
City Engineer.

 DD/ib

c.c. I. F. Markson

RESOLUTION AVAILABLE

RECEIVED	
REGISTRY No.	9123
DATE	OCT 9 1974
FILE No.	21-74
FILED BY	
CLERK'S DEPARTMENT	

9a

SUMMARY OF TENDERS

Contract P.N. 74-030

Asphalt Resurfacing

<u>CONTRACTORS</u>	<u>TOTAL A</u>	<u>TOTAL B</u>	<u>TOTAL C</u>	<u>AMOUNT</u>
Warren Bitulithic Limited	\$114,481.45	\$161,880.00	\$ 6,800.00	\$283,161.45
K. J. Beamish Construction	142,945.15	189,675.00	6,900.00	339,520.15
Fermar Paving Limited	145,309.75	186,140.00	9,500.00	340,949.75
Graham Brothers Construction Ltd.	159,185.00	194,936.00	16,000.00	370,121.00
Pave-Al Limited	153,733.75	217,930.00	7,700.00	379,363.75
Bramall and Co. Construction Ltd.	153,104.70	244,116.00	5,200.00	402,420.70

CITY OF MISSISSAUGA
Engineering & Works Department

October 4, 1974

R.10

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Road Snow Plowing Contract
Our Files: P.N. 74-018 & 04-00-150.1

Ladies & Gentlemen;

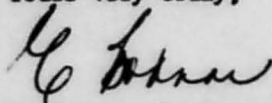
Attached is a summary of tenders opened on October 3rd, 1974 for the Supply and Operation of Road Snow Plowing Equipment.

In order to maintain the level of service performed during winter months, this Department anticipated the use of thirty-four (34) motor graders and four (4) truck plowing units. As indicated in the summary 30 motor graders and six (6) truck plowing units were tendered.

We recommend the acceptance of all the units tendered, subject to the inspection of the equipment by the City.

A draft resolution is attached awarding the contracts subject to the approval of the Ministry of Transportation & Communications.

Yours very truly,



E. Bodnar, P. Eng.
City Engineer

 DJD:db
Encl.
c.c. Mr. I. F. Markson, City Manager

RECEIVED	
REGISTRY No.	9124
DATE	OCT 9 1974
FILE No.	21-74
FILED BY	
CLERK'S DEPARTMENT	

RESOLUTION AVAILABLE

SUMMARY OF CONTRACT P.N. 74-018 - WINTER SNOW PLOWING

BIDDERS	NO. UNITS BID	DAILY STANDBY RATE	HOURLY RATE	STANDBY COST PER UNIT (105 DAYS)	EST. OPERATING COST PER UNIT (AVG. 125 HRS.)	TOTAL EST. COST PER UNIT
<u>1. MOULDBOARDS ONLY</u>						
Pave-al Ltd.	3	30.00	22.00	3,150.00	2,750.00	5,900.00
Bramall & Co. Construction Ltd.	1	30.00	23.00	3,150.00	2,875.00	6,025.00
All Weather Asphalt Mix Ltd.	1	30.00	25.00	3,150.00	3,150.00	6,300.00
Frank Cocci Ltd.	1	30.00	27.00	3,150.00	3,375.00	6,525.00
Fermar Paving Ltd.	3	30.00	30.00	3,150.00	3,750.00	6,900.00
<u>2. MOULDBOARD & WING</u>						
Fermar Paving Ltd.	1	30.00	35.00	3,150.00	4,375.00	7,525.00
John Cucci Ltd.	1	30.00	30.00	3,150.00	3,750.00	6,900.00
All Weather Asphalt Mix Ltd.	3	30.00	28.50	3,150.00	3,562.50	6,712.50
Bramall & Co. Construction Ltd.	3	30.00	24.00	3,150.00	3,000.00	6,150.00
Val-Dale Construction	1	30.00	25.00	3,150.00	3,125.00	6,275.00
John A. McNaney	1	30.00	22.00	3,150.00	2,750.00	5,900.00
M.S.O. Construction Ltd.	1	30.00	27.00	3,150.00	3,375.00	6,525.00
Evic Grading Co.	1	30.00	21.90	3,150.00	2,737.50	5,887.50
<u>3. MOULDBOARD WING & V FLOW</u>						
Fermar Paving Ltd.	1	30.00	37.00	3,150.00	4,625.00	7,775.00
Roy Rozell	7	30.00	21.00	3,150.00	2,625.00	5,775.00
Paul Willemze	1	30.00	24.00	3,150.00	3,000.00	6,150.00
<u>4. TRUCK WITH FLOW & WING</u>						
Royal Paving Ltd.	4	30.00	39.50	3,150.00	4,937.50	8,087.50
Lloyd Moore Haulage	1	30.00	24.00	3,150.00	3,000.00	6,150.00
M.S.O. Construction Ltd.	1	30.00	30.00	3,150.00	3,750.00	6,900.00

100

R11

CITY OF MISSISSAUGA
Engineering & Works Department

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Road Sanding Contract
Our Files: P.N. 74-019 & 04-00-150.1

October 10, 1974

RECEIVED	
REGISTRY No.	9184.
DATE	OCT 10 1974
FILE No.	21-74
FILED BY	
CLERK'S DEPARTMENT	

Ladies & Gentlemen;

Attached hereto is a summary of tenders opened on October 3rd, 1974 in connection with the above tender.

The tender was for the supply of upto seventeen (17) Truck with Tandem Type Hopper Sanders and four (4) Single Axle type Hopper Sanders. All units were to be equipped with automatic controls to regulate the flow of salt or sand, but with provision of manual control, if necessary.

Twenty-four (24) units were bid, three (3) of which provided for standard equipment only. The rate bid is an hourly operational rate per unit.

We recommend contracts for Road Sanding under P.N. 74-019 be awarded as follows:

1. Royal Paving Ltd.

- 6 Tandem Type Hopper Sanders at \$33.50 per operational hour
- 3 Single Axle Type Hopper Sander at \$28.50 per operational hour

2. M.S.O. Construction Ltd.

- 4 Tandem Type Hopper Sanders at \$33.00 per operational hour

3. Lloyd Moore Haulage Ltd.

- 7 Tandem Type Hopper Sanders at \$34.00 per operational hour.
- 1 Single Axle Type Hopper Sander at \$23.00 per operational hour.

.....2

RESOLUTION AVAILABLE

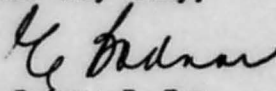
1/a

Page -2-
Mayor & Members of Council
October 4, 1974

Re: Road Sanding Contract
Our Files: P.N.74-0 19 & 04-00-150.1

A draft resolution is forwarded herewith. Award of these contracts is subject to the approval of the Ministry of Transportation & Communications.

Yours very truly,


E. Bodnar, P. Eng.
City Engineer

 JDD:db
Encl.

c.c. Mr. I.F. Markson, City Manager

116-1

SUMMARY OF TENDERS FOR ROAD SAND CONTRACT

CONTRACT P.N. 74-019

BIDDERS	UNITS BID	DAILY STANDBY RATE	HOURLY RATE	VEHICLE STANDBY COST (133) DAYS	VEHICLE OPERATIONAL COST (AVGE 200 HRS.)	TOTAL COST PER VEHICLE
<u>TANDEM TYPE HOPPER SANDER</u>						
Royal Paving Ltd.	6	45.00	33.50	5,985.00	6,700.00	12,685.00
M.S.O. Construction Ltd.	4	45.00	33.00	5,985.00	6,600.00	12,585.00
Lloyd Moore Haulage	7	45.00	34.00	5,985.00	6,800.00	12,785.00
M.S.O. Construction Ltd.	2 *	45.00	30.00	5,985.00	6,000.00	11,985.00
<u>SINGLE AXLE TYPE HOPPER SANDER</u>						
Royal Paving Ltd.	3	35.00	28.50	4,655.00	5,700.00	10,355.00
Lloyd Moore Haulage	1 *	35.00	23.00	4,655.00	4,600.00	9,255.00

* Denotes Standard not an Automatic Sander

City of Mississauga

MEMORANDUM

R12

To General Committee of Council,
City of Mississauga
Dept.

From Mr. E.M. Halliday,
Recreation and Parks
Dept.

October 10, 1974

MISSISSAUGA VALLEY COMPLEX

The following are my comments on the subject Master Plan.

Exterior Facilities

The number of active sports facilities is overbearing for the size of the site and will lead to interference of one group with another. To open up the site to some degree and stress quality as opposed to quantity, I make the following recommendations.

- (a) Public School area -- to provide free open play area for the children and to ensure a minimum of 30 feet open space from top of the creek bank plus some open space between the school building and parking lot, I feel a softball diamond and soccer field should be omitted.
- (b) High School and Community Centre area -- the juxtaposition of the amphitheatre to the tennis courts and football field is, in our opinion, undesirable and suggest an unstructured area to accommodate portable stages be allowed around the skating and reflecting pond. With imaginative landscape screening, this could be a beautiful courtyard setting for band concerts, open air public meetings, etc.

The tobogganing area facing Central Parkway should be discouraged and left as open space for the obvious safety factor.

The softball diamond between the soccer field and baseball diamond should be omitted because of safety and open space, the latter facility being re-arranged slightly southerly to keep balls from going on Central Parkway. Bleacher area around the track should be shown.

The restaurant and toilet facilities at the Community Centre will be adequate thereby making the snack bar and toilets located at the tennis courts unnecessary.

- (c) Secondary School area -- again for open space and safety, the softball diamond to the north facing Central Parkway should be omitted.

129

Pedestrian Access

The main approaches to the Community Centre are good, however, some of the branches may require second thoughts in the design stage of the project.

Landscaping

The drawing in of the trees and landscaping from the creek into the Community Centre area north of the football field is good, however, there should be more use made of landscaping along Central Parkway and between the outdoor facilities.

Buildings

We question the location of the Day Care Centre in that it will probably be an enclosed facility internally and externally (the playground area will need to be fenced to separate the children from the parking lot and secondary school influence), consequently, we suggest consideration be given to have it attached to the public school for joint use of open space playground and the younger age group relationship.

At various meetings a high quality restaurant has been discussed for inclusion along with a coffee shop and we feel this should be reviewed with the possibility of providing a "quick order licences" type restaurant to take the place of both. It is rather doubtful citizens will go to a school - community centre complex for a "big night out."

The inclusion of retail shops is still very hazy in our minds in that specialty shops for selling related equipment will be located in the various facilities, for example, arena - hockey sticks, tape, laces, etc. - health club - squash racquets, clothes, etc., - restaurant - food and drink. Possibly the hallways could be opened up by rental glass display cases or indentations to accommodate community group displays.

Comments at meetings centred around glass hallways along the arena and squash and handball courts to give an open feeling and to attract interest in the inside activity. There is no problem with the athletic courts, however, with the arena, most activities have an admission charge (circus, hockey games, dances), and in some instances the activity is private (church services). I feel the users would prefer privacy and the charging of admission would be enhanced.

General Comments

As presented, the Master Plan shows that the site can accommodate the buildings, parking and most outside activity areas, however, the latter needs to be reviewed to provide more open space and my recommendations above should assist with this process.

The site has close to 52 acres - approximately 50% City - 50% School Board. On the plan the School Board has primarily retained their outside facility standards, whereas we have had ours more than

moderately reduced. The consultants have confirmed that the area (buildings and fields) designated for school use exceeds their original acreage holdings 20 or 30%. We agree with the concept of shared sites and facilities, providing the sharing is equal. I wish to make it known that our outside facility standards have not been met on this site. An approximate additional 8 acres would be required to meet our standards. We will endeavour to catch up as other sites are presented.

For the most part the recommended alterations can take place during the design stage and I trust that there is concurrence with this by the other agencies.

Yours truly,

E.M. Halliday
E.M. Halliday,
Commissioner.

:ww

CITY OF MISSISSAUGA
Engineering & Works Department

R13

October 10, 1974
File: P.N. 74-014 Eng.

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies & Gentlemen;

Subject: Construction of Concrete Sidewalks in the
City of Mississauga.

Origin: Engineering Department

Comments: The following is a summary of tenders for the
above project, opened by a Public Tender
Meeting on Wednesday, October 9, 1974.

a) Man-Co Construction	\$163,866.00
b) Kuzmas Construction	\$189,202.00
c) Dufferin Construction Co.	\$192,669.70
d) K.N.R. - Durastone Ltd.	\$202,090.00
e) Ambro Construction Ltd.	\$213,537.00

The Form of Tender was prepared in a manner that
would allow this Department to compare the
installation costs of a 5'0" wide concrete sidewalk
versus interlocking paving stone walk.

In all cases, the interlocking paving stone walk
construction was more than double the cost of the
standard installation. These are reflected in the
following unit rates obtained from the low tender:

a) 5' wide concrete walk	\$1.14 sq.ft.
b) Interlocking Paving Stone Walk	\$2.48 sq.ft.

All necessary approvals for the subject works have
been obtained thereby allowing an early commencement
of the programme subject to Council approval.

Conclusions: The 1974 Sidewalk Construction Programme be undertaken
in standard method with installation of 5'0" wide
concrete walks. This will relate to a considerable
dollar saving to the City of Mississauga.

.....2

Page 2
Mayor & Members of Council
October 10, 1974

13a

Conclusions (Contd): Man-Co Construction has not been employed on previous City projects and their history including past performances has been researched and found to be acceptable.

Deletion of Contract P.N.74-014 "B" - Queensway West - North Side - from Hammond Road to Erin Mills in the value of \$18,864.00 has been deleted from the original tendered price of \$163,866.00. The cost of the subject works on Queensway were found to be abnormally high.

Recommendations: It is recommended that the contract be awarded to the low bidder, Man-Co Construction for their tender price of \$145,002.00.

A draft resolution to this effect is attached.

B. E. Swedak

Prepared by: B. E. Swedak
Project Manager

C. E. Watt

Approved by: C. E. Watt P. Eng.
Director of Project Development.

BES:db
Encl.

cc : Mr. E. Bodnar
Mr. I. Markson

CITY OF MISSISSAUGA
Engineering and Works Department

October 9, 1974

File : P.N. 74-030
Engineering.

Mayor and Members of Council,
City of Mississauga
Mississauga, Ontario

Ladies & Gentlemen:

SUBJECT : ASPHALT RESURFACING CONTRACT

ORIGIN : Engineering Department

COMMENTS : Tenders for the Asphalt Resurfacing Contract were recently opened on October 2, 1974 by the City of Mississauga. Included in the overall contract was the final surface course application to various Industrial roads located within the Airport Industrial subdivision.

The original servicing works were undertaken by the City under a Local Improvement Programme with funds set aside in a Holding account to provide for the final asphalt surface.

It was assumed that the money would be invested at current interest rates thereby accounting for the normal annual escalating construction costs.

It is now apparent that this was not the case. The City however, did make use of these funds over the average seven year period for various other programmes.

Total construction cost of the surface course asphalt installation on the following streets as found on the subject tender is determined to be \$161,880.00.

- (a) Airport Industrial Subd - Ph IV - P.N. 7-69 -
Northwest Drive and Caravelle Drive.
- (b) Airport Industrial Subd - Ph II - P.N. 30-66 -
Airway Drive. Vicount Rd. Northern Dr. Northwest Dr.

..... continued

Page 2.....

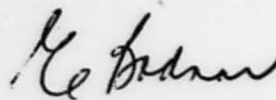
To : Mayor and Members of Council
October 9, 1974.

- (c) Airport Industrial Subd - Phase III - P.N. 38-67
Vicount Road. Orlando Drive. Northwest Drive. Northam Drive.
- (d) Dorlen Pealty - P.N. 38-67

The Treasury Department was requested to determine the dollar value of the funds which are available to us at this time; including all accrued interest. They indicate that \$75,000.00 is at present lodged to the subject projects.

Asphalt costs have experienced an unpredictable and unreasonable cost spiral during the past few months. With this in mind, we are presented with the situation that certain works are required to be completed under our original commitment and insufficient funds are available.

RECOMMENDATION : We recommend that additional development funds in the amount of \$86,880.00 be set aside to provide for the final surface course asphalt installation within the limits of the Airport Industrial Subdivision.



E. Bodnar, P. Eng.
City Engineer

 BES:sa

c.c. Mr. I. F. Markson, City Manager
Mr. C. Watt, Director of Project Development
Mr. K. Middleton, Director of Maintenance Engineering.

CITY OF MISSISSAUGA
Engineering & Works Department

October 10, 1974
P.N. 74-121 - File

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies & Gentlemen;

SUBJECT: Green Glade Storm Sewer

ORIGIN: Councillor M. H. Spence

COMMENTS: Listed below is a summary of tenders opened
at a public tender meeting on Wednesday,
October 9, 1974.

Pisa Construction	\$10,220.00
Lisante Projects	\$13,575.00
John Cucci	\$17,455.00

Using the low bid figure of \$10,220.00 as a
base to work from, the estimated total cost
of the work would be approximately \$12,800.00
This figure exceeds the City's estimate of
\$9,800.00 by \$3,000.00.

RECOMMENDATION: We therefore recommend that:-

- a) An additional sum of \$3,000.00 from the
unallocated portion of the 1974 Storm Sewer
Programme be approved by Council.
- b) That this Contract be awarded to the low
bidder, Pisa Construction, for their tender
price of \$10,220.00 subject to the approval
of the Ontario Municipal Board, the Ministry
of the Environment, and the consent of
Rattray Estates to permit the Contractor
to gain entry to the work site.

A draft resolution to this effect is attached.

Prepared by: *L. Tenute*
L. Tenute
Project Engineer

Approved by: *C. E. Watt*
C. E. Watt, P. Eng.
Director of Project Development.

LT:db
Encl.
c.c. Mr. I. Markson

CITY OF MISSISSAUGA
Engineering & Works Department

October 10, 1974
File: P.N. 72-120

Mayor and Members of Council,
City of Mississauga,
Mississauga, Ontario.

Ladies & Gentlemen;

SUBJECT: Clarkson Road Reinforced Concrete
Retaining Wall.

Origin: City Maintenance Section

Comments: Listed below is a summary of tenders opened
at a Public Tender Meeting on Wednesday,
October 9, 1974.

1) Jev Contracting	\$11,711.00
2) P.L.S. Construction	\$19,579.00

Recommendation: We recommend that this contract be awarded to
the low bidder, Jev Contracting, for their tender
price of \$11,711.00.

A draft resolution to this effect is attached.

L. Tenute
Prepared by: L. Tenute
Project Engineer

C. E. Watt
Approved by: C. E. Watt, P. Eng.
Director of Project Development.

LT:db
Encl.

c.c. Mr. I. Markson

CITY OF MISSISSAUGA
Engineering & Works Department

October 4, 1974

Mayor & Members of Council,
City of Mississauga,
Mississauga, Ontario.

Re: Supply of Cab & Chassis Trucks
Our Files: P.N. 74-022 & 04-00-150.1

Ladies & Gentlemen;

Attached hereto is a summary of tenders received and opened on October 3rd, 1974 in connection with the above noted tender.

The tender was for the supply of eight (8) Single Axle Cab & Chassis Units. The Specification stipulated that the vehicles shall be no more than two years old at time of tendering and in sound mechanical condition.

Two bids were received, Royal Paving Ltd. bid on five (5) 1974 units and M.S.O. Construction Ltd. bid on two (2) 1973 units and three (3) 1975 units.

We recommend the award of a contract to Royal Paving Ltd. for five (5) 1974 model single axle cab and chassis units at a unit monthly cost of \$750.00.

We further recommend the award for a contract to M.S.O. Construction Ltd. for two (2) 1973 and one (1) 1975 model single axle cab and chassis units at a unit monthly cost of \$750.00.

A draft resolution to this effect is forwarded herewith. Award of these contracts is subject to approval of the Ministry of Transportation & Communications.

Yours very truly,

E. Bodnar
E. Bodnar, P. Eng.
City Engineer

AJD:db
Encl.
c.c. Mr. C. Watt

RECEIVED	
REGISTRY No.	9207
DATE	OCT 11 1974
FILE No.	21-79
FILED BY	
CLERK'S DEPARTMENT	

CITY OF MISSISSAUGA
Engineering & Works Department

Summary of tenders received by General Committee of the City of Mississauga at a Public Tender Opening on October 3rd, 1974.

CONTRACT P.N. 74-022

CAB AND CHASSIS TRUCKS

<u>Bidder</u>	<u>Description</u>	<u>No. of Units</u>	<u>Month Rate Per Unit</u>	<u>Contract Cost/Unit</u>
1. Royal Paving Ltd.	Fords S/A 1974 S.750 ^S	3	750.00	3,750.00
	G.M.C. S/A 1974 66.403 ^S	2	750.00	3,750.00
2. M.S.O. Construction Ltd.	G.M.C. 1973 Used	2	750.00	3,750.00
	Dodge 1975 New	1	750.00	3,750.00
	Dodge 1975 New	2	950.00	4,750.00

Total Contract Cost for a period of five months.

RECOMMENDED AWARD

1. Royal Paving Ltd.	5 Units at 750.00 Monthly	=	\$18,750.00
2. M.S.O. Construction	3 Units at 750.00 Monthly	=	<u>\$11,250.00</u>
			<u>\$30,000.00</u>

Committee of Council
City of Mississauga
Mississauga Centre
Mississauga, Ontario

REGISTRY No. 9010
DATE OCT 4 1974
FILE No.
FILED BY 49-74
CLERK'S DEPARTMENT

WE, the undersigned residents of Premium Way, submit this as a formal protest against the erection of a barrier on Gordon Drive commencing on September 30, 1974, for the proposed 30 day trial period. This roadway has been a necessary access road for the area residents in excess of twenty (20) years and, with the placing of this barrier, we are of the opinion that Gordon Drive is being given preferential treatment to relieve its through traffic at our expense. We, as taxpayers, have the right to use the roads within the municipal boundaries and we should not be denied these rights by any minority group. We believe that Council has established an undesirable precedent in this matter.

We would appreciate your notifying our representative Mr. W. E. Woronchak, 61 Premium Way, Mississauga, L5B 1A1, of any further developments regarding this issue.

DATED this 1st day of October, 1974.

R. Minczuk

W. Woronchak

W. Woronchak

Mr. & Mrs. F. Olson

Mr. & Mrs. G. Johnston

Mr. & Mrs. J. Orsola

Mr. & Mrs. G. Hemming

Mr. & Mrs. J. Hemming

Mr. & Mrs. J. Hemming

Mr. & Mrs. D. Masara

Mr. & Mrs. A. Masara

Mr. & Mrs. T. Kowalski

Mr. & Mrs. J. Kowalski

Mr. & Mrs. J. McCune

Mr. & Mrs. R. T. Hickey

Mr. & Mrs. J. Hickey

Mr. & Mrs. J. Hickey

c.c. Dr. Martin L. Dobkin, Mayor
City of Mississauga

Mr. D. J. Culham
Councillor, Ward 6
City of Mississauga

THIS PETITION SHOULD BE
REFERRED TO ENGINEERING DEPT.
FOR CONSIDERATION ALONG WITH
OTHER LETTERS RECEIVED

BUILDING REPORT

SEPTEMBER, 1974

	<u>September 1974</u>	<u>Total to end of September/74</u>	<u>Total to end of September, 1973</u>
RESIDENTIAL	\$ 1,094,309.00	\$ 82,568,476.00	\$144,906,147.00
COMMERCIAL	1,239,925.00	10,715,686.00	14,703,509.00
INDUSTRIAL	5,470,516.00	52,019,546.00	44,439,568.00
SCHOOL	53,000.00	3,663,325.00	2,127,200.00
CHURCH	180,000.00	990,000.00	285,000.00
CITY	-	78,000.00	1,891,000.00
GOVERNMENTAL	150,000.00	1,115,000.00	12,320,500.00
	<u>\$ 8,187,750.00</u>	<u>\$151,150,033.00</u>	<u>\$220,672,924.00</u>

NEW DWELLING UNITS	14	2681	7993
PERMITS ISSUED	210	3131	4280
NEW INDUSTRIAL BUILDINGS	10	102	121
NEW COMMERCIAL BUILDINGS	4	24	26

c.c. Fire Chief J. R. Miller
Chief D. Burrows
Messrs.: R. Beach
G. Cooper
R. Edmunds
A. Spratt
F. Colin Westall
J. Monteith



NO ACTION REQUIRED

NEW INDUSTRIAL BUILDINGS
SEPTEMBER 1974.

OWNER	LOCATION	VALUE \$	SIZE sq.ft.	TYPE
B.D.C.Ltd.	2677 Drew Road	811,000.00	45,750	Steel
Ideal Const.Co.	1720 Meyerside Drive.	209,000.00	24,600	Masonry
The Orlando Realty	6611 Northwest Drive.	1,325,000.00	200,734	Masonry
Edward Martin Waste Disposal.	1866 Shawson Drive	104,000.00	10,500	Masonry
Panalpina World Trans- port.	7347 Kimbel Street.	570,000.00	82,006	Steel/Masonry
Carlinghill Const.	2655 Rena Road	76,000.00	7,100	Block/Brick
Wharton Ind.Dev.Ltd.	1177 Aerowood Drive.	582,000.00	47,936	Masonry
Vipond Automatic Sprinklers.	6380 Vipond Drive.	640,000.00	83,918	Metal/Concret
John Cucci Ltd.	5390 Ambler Drive.	330,000.00	30,000	Masonry/Steel
Lake Front City Realty.	875 Gillian St.	91,000.00	9,136	Brick/Steel/ Block.

12

16

RESIDENTIAL SUMMARY

SEPTEMBER, 1974

<u>Single</u>	<u>Semi Detached</u>	<u>Apt. over Stores</u>	<u>Apartment Buildings</u>	<u>Row Dwellings</u>	<u>Multiple Horizontal Dwellings</u>
14	-	-	-	-	-

MULTI-RESIDENTIAL BREAKDOWN

ROW DWELLINGS - Nil

APARTMENT BUILDINGS - Nil

Copy

Barker's Office

Relinquished by D. Cullen

24

RE: THE HAMMOND ROAD STUDY

Subdivision Plan 396 was passed in 1949-50 and many of the present residents are original owners who have watched the character of the area change dramatically from the peace and quiet of country living to a busy city environment.

Pleasant country lanes have become busy thoroughfares with accompanying fumes and noise, while a small sparkling stream has been transformed to a polluted storm sewer. Adjacent farmlands have become residential subdivisions, composed of single and multiple family homes, high rise apartments, shopping complexes and other commercial facilities. To assist in the development of these nearby areas we were assessed extra taxes to pay for watermains and sewers, although we had already established private water and disposal facilities.

While all this development was taking place on our doorstep, many proposals affecting our property were deferred for a variety of reasons, i.e. study of the impact of the Go-Train, while we watched high rise apartments going up nearby. Also we were not close enough to shopping, while apartments went up as far away as Homelands and The Queensway.

All proposals for our area have ended in deferment.

Recently we were informed that the Hammond Road Study had been completed and was available for public viewing. We were delighted, hoping that we would at last be able to make use of the large lots that under city conditions had become a problem to maintain and a worry regarding future taxes.

Our group consists of four properties with town houses proposed to the south and across Fifth Line to the west. Erin Mills Parkway runs to the rear and the storm sewer channel forms a natural divider to the north. We comprise Lots 30-33 incl. Plan 396.

While a great deal of work has no doubt gone into the completion of this study, our reaction during the short time since viewing it is one of concern that unless a reliable developer can be interested, this work will avail us nothing.

REFERRED TO R. EDMUNDS
FOR HIS CONSIDERATION

2.

2a

We would therefore appreciate consideration to a plan, sufficiently flexible to allow a developer to position the roads, parks, open space, etc. to compliment buildings and allow for economical development.

To avoid the expense of erecting a bridge spanning the storm sewer channel, which is in urgent need of control measures, would it be possible for a developer, in conjunction with the city, to divert the storm sewer to the rear of the property, providing a channel of sufficient depth to afford protection against the large volume of water which is being introduced to this stream by the Homelands Subdivision, Erin Mills Subdivision and now from the west side of Winston Churchill Boulevard?

If a sound barrier is required, the soil removed in construction of the water channel could be used for the purpose of creating the berm.

The placing of the water channel and berm would necessitate a considerable setback of buildings from the Erin Mills Parkway, and would help to alleviate the noise problem.

The land remaining would be surrounded by The Parkway on the east, Town Houses on the south and west, with the creek forming a natural barrier on the north. We respectfully submit that similar development might be appropriate - small apartments or town houses.

In mid-April of this year a re-zoning application was submitted, requesting RM5 Zoning for our lands, but so far, this has not been processed by the City.

Your further assistance in consideration of our problems will be very much appreciated.

R. J. Gunderson 11030
Jessie Fusley #31
G. J. Lundquist #33
M. L. H. 1st 32

261

ERIN MILLS PARKWAY

EASEMENT
100' X 150'
#171446

SMALL
APARTMENTS
OR Townhouses

LOT 33	LOT 32	LOT 31	LOT 30	LOT 29	LOT 28	LOT 27
-----------	-----------	-----------	-----------	-----------	-----------	-----------

FIFTH LINE

T

TOWN HOUSES

APARTMENTS

QUEENSWAY

LINE

HYDRO

EASEMENT
50' X 157' +/-
#10281 VS (SN)

TREES

City of Mississauga

MEMORANDUM

3

To .. Mr. D. R. Turcotte.....
Dept. ... City Clerk

From Mr. J. M. Burwell, C.A.,
Dept. City Treasurer

September 24th, 1974.

Dear Mr. Turcotte:

SUBJECT: CORRESPONDENCE

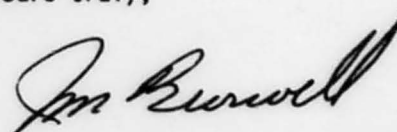
ORIGIN: Ontario Municipal Employees Retirement Board

COMMENTS: Attached is a letter dated September 13th, 1974
from the Ontario Municipal Employees Retirement Board.

The letter is self-explanatory, and I would ask that
you bring it to Council's attention.

RECOMMENDATION: That the letter be received by Council at it's next
meeting.

Yours truly,



JMB/mf
Attachment

J. M. Burwell, C.A.,
City Treasurer.



NO ACTION REQUIRED



**ONTARIO MUNICIPAL EMPLOYEES
RETIREMENT BOARD**

2 CARLTON STREET, TORONTO, ONTARIO M5B 1J4
Telephone 366-7923 (Area Code 416)

32

September 13, 1974

RECEIVED 1

SEP 20 1974

TREASURY DEPT.

To All Participating Employers:

Re: Increase in Basic Pensions

I am pleased to inform you that by an amendment to the Regulation under The OMERS Act, all basic pensions at December 31, 1973 have been increased by 5%. This amendment was adopted by the Government of Ontario on the recommendation of the Board of OMERS Acting through the Honourable John H. White, Treasurer, of Ontario.

The increase has been made possible by the continued satisfactory financial experience of the OMERS fund and especially the improved investment yield. This is now the fourth successive year in which it has been possible to increase the members' pensions. The previous increases were 10% at December 31, 1970, 5% at December 31, 1971 and 5% at December 31, 1972.

The 5% increase as of December 31, 1973 will apply to every person who at December 31, 1973 was:

- (i) a contributor under OMERS
- (ii) a member receiving a pension from OMERS
- (iii) a widow, widower or child receiving a pension in respect of a deceased member, or
- (iv) a terminated employee who elected a deferred pension.

PLEASE NOTE THAT THIS INCREASE APPLIES ONLY TO THE BASIC PENSION AND NOT TO THE PENSION UNDER ANY TRANSFER PROVISIONS, PRIOR SERVICE OR SUPPLEMENTARY AGREEMENT.

A revised statement as of December 31, 1973 showing the 5% increase is being prepared for each member and will be distributed as soon as possible.

Would you please bring this letter to the attention of the members of your municipal council or of your local board, as the case may be.

Yours very truly,

J. M. McLeish
Chairman of the Board

JMMc/lw

4

town planning
consultants inc.

4800 dufferin street - suite 100
downsview - ontario - M3H 5S9
telephone (416) 661-1884

urban-regional planners
& professional engineers

project 1683

September 24, 1974

Mr. D.R. Turcotte
City Clerk
Municipal Offices
Mississauga, Ontario

Re: Corolla Investments Limited
T-23519
City File No. P.N. 73-060



Dear Sir:

In consideration of the City of Mississauga allowing services to be installed in the subject proposed subdivision, prior to registration of the plan, the company (as owner) covenants and agrees as follows:

1. The developer acknowledges that by proceeding with these services in advance of registration of a plan of subdivision, the developer is doing so totally at its own risk.
2. To allow the Town, its employees, servants and agents, to enter the lands at all reasonable times and for all reasonable purposes, including and without limiting the generality of the foregoing, for all necessary inspections, and to correct any drainage problems, and to correct or eliminate any other nuisance, such as dust, garbage and debris, excavations, old buildings, etc., and the cost incurred by the City in so doing shall be charged to the owner.
3. To submit a cash deposit as required by the Engineering Agreement (\$10,000.00).

NOTICE OF PRE-SERVICING -
NO ACTION REQUIRED

...../2
East side of Cawthra Rd. north of Q.E.
Near H.E.P.C. lines.

- Yours very truly
COROLLA INVESTMENTS LIMITED
Per:

Per: Atto. Geronzi

THE PEEL COUNTY BOARD OF EDUCATION

Whiteoaks

PUBLIC SCHOOL

ADDRESS 1690 Mazo Crescent,
Mississauga, Ontario.

September 11, 1974

RECEIVED

SEP 1974

MAINTENANCE OFFICE

City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Attention: Mayor Dobkin and Council

Dear Sirs:

Please be advised that I agree with the basic presentation as stated in the September 3, 1974 letter from the residents of Birchwood - Ravine Drive area, through their Co-ordinator, Joan S. Barrett.

Vehicular and pedestrian traffic is congested at this point. There are no sidewalks. There is a blind curve. Speeding is common.

I recommend that steps should be taken to study and remediate the safety hazards which exist at this intersection.

Yours truly,

G. B. Gracey
G. B. Gracey,
Principal.

RECEIVED	
REGISTRY No.	8841
DATE	SEP 30 1974
FILE No.	46-74
FILED BY	
CLERK'S DEPARTMENT	

REFERRED TO ENGINEER FOR REPORT
TO TRANSPORTATION & TRAFFIC COMMITTEE

September 3, 1974

5a

The Town of Mississauga,
Municipal Buildings,
1 City Centre,
Mississauga, Ontario.

Attention - Mayor Dobkin, and Council

Dear Mayor Dobkin and Council:-

We are forwarding this letter on behalf of a group of citizens who are concerned with public safety in our neighbourhood and community.

We all reside in the general area between Clarkson Road North, Truscott Drive, Lorne Park Road, and Lakeshore Road. Our children attend either the White Oaks Public School, St. Christopher Separate School, Hillcrest Intermediate School, or Lorne Park Secondary School. Because of the close proximity, most children either walk or ride bicycles.

We have particular concern for the risks incurred in transversing or crossing at the intersection of Birchwood Drive and Ravine Drive. This particular intersection is used as often as four times per day by a major group of students on their way to and from the above schools. Ravine Drive presently has STOP signs in both directions, while Birchwood Drive is open to 'through' traffic. Neither street is provided with sidewalks for pedestrian safety.

It should also be noted that Birchwood Drive makes a reversed bend at the intersection, creating an obstruction to view or blind curve for both the driver and the pedestrian. Also, there are no Crossing Attendants posted during the school year.

Over the past eleven months there have been six known accidents with one involving a child who suffered bodily injury; two other involving motorcyclists; and the remaining involving uncontrolled automobiles leaving the road causing property damage.

We feel that the combination of an increased traffic load within the area; increased rates of speed, probably in excess of registered limits; and the degree of difficulty existing at the intersection, requires your attention and related action before greater and possibly less forgiving accidents occur.

Although we do not portend to be experts in Safety, or Traffic Control, or Traffic Flow, we feel sincerely and hereby petition your support for the addition of STOP SIGNS in both directions on Birchwood Drive.

We fully recognize the implications of such a decision with regard to Traffic Flow, and increased noise levels within the area, but cannot responsibly maintain these ideals in light of the circumstances and dangers which exist.

Now that a new school year has begun, we would appreciate your prompt attention to this urgent matter.

Very truly yours,

Joan S. Barrett

Joan S. Barrett : Coordinator, 1690 Birchwood Drive,

Name: *Elizabeth Grant* Street Address: *1266 Ravine Dr.*

Jean P. Dickerson

1640 Birchwood Dr.

Mrs & Mrs E. Jakubowski

1626 Birchwood Dr.

Mrs & Mrs W. J. Scott

1483 Spring Rd.

5b

Name: <u>Grace M. Blake</u>	Street Address: <u>1654 Birchwood Drive</u>
<u>Dorothy P. Hector</u>	<u>1258 Ravine Dr.</u>
<u>Dr. Kenball</u>	<u>1241 Ravine Dr.</u>
<u>A. G. Gille</u>	<u>1649 Birchwood Dr.</u>
<u>Carmen Shaw</u>	<u>1622 Birchwood Dr.</u>
<u>Lita Karsedey</u>	<u>1643 Jalna Rd.</u>
<u>Muriel Franceschini</u>	<u>1242 Ravine Dr.</u>
<u>Mary G. G. G.</u>	<u>1219 Ravine Dr.</u>
<u>Robert M. G.</u>	<u>1649 Ravine Dr.</u>
<u>Ruth D. G.</u>	<u>1317 Ravine Dr.</u>
<u>Leone H. Watson</u>	<u>1228 Ravine Dr.</u>
<u>Judith C. Leach</u>	<u>1234 Ravine Dr.</u>
<u>Eleanor Wacker</u>	<u>1588 Spring Dr.</u>
<u>Dore Copeland</u>	<u>1566 Spring Rd.</u>
<u>L. G. G.</u>	<u>1298 Ravine Drive.</u>
<u>R. E. Hawley</u>	

The Regional Municipality of Peel

6

October 1, 1974

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.

RECEIVED	
REGISTRY No.	8955
DATE	OCT 3 1974
FILE No.	
FILED BY	A246
CLERK'S DEPARTMENT	

Dear Mr. Turcotte:

Re: Official Plan Amendment 246
Our Reference P-128-74

I am enclosing a copy of a report from the Commissioner of Planning which was considered by the Planning Committee on September 19, 1974.

I wish to bring your attention to the following recommendations which were adopted by Council on September 26, 1974:

"That the City of Mississauga be requested to consider the early construction of the easterly extension of Burnhamthorpe Road across the Credit River, so that the extension is complete before Neighbourhoods 6, 9 and 10 of Erin Mills South Community are fully developed, and that if Burnhamthorpe Road is assumed as a Regional Road, the Region make early provision for this construction in its capital budget.

That the City of Mississauga consider requiring the developer to provide protected left turn lanes at all locations on Dundas Street, adjacent to Erin Mills South Community where left turns are permitted.

That the City of Mississauga be advised that approximately 20 buses will have to be added to the City bus system to serve the area of the Erin Mills South Community by the time it is fully developed.

REFERRED BY CITY MANAGER TO
R. EDMUNDS FOR REPORT TO
GENERAL COMMITTEE

DH:tlp

Approved.

Yours very truly,

Henry H. Rutherford
Henry H. Rutherford,
Regional Clerk.

150 CENTRAL PARK DRIVE, BRAMALEA, ONTARIO L6T 2V1 - 416 - 457 - 9400

The Regional Municipality of Peel

7

October 2, 1974

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.

RECEIVED	
REGISTRY No.	8956
DATE	OCT 3 1974
FILE No.	
FILED BY	35-74
CLERK'S DEPARTMENT	

Dear Mr. Turcotte:

Re: Referral of Major Development Proposals
to the Police and the Social Services Department
Our Reference P-126-74

I am enclosing a copy of a report from the Commissioner of Planning which proposes that major development proposals and planning studies be referred by the area municipalities to the Social Services Department and the Regional Police. This report was approved in principle by Council on September 26, 1974.

The report is being forwarded to you on the instructions of Council with the suggestion that each of the area municipalities adopt procedures to ensure that land use studies leading to official plan amendments be circulated to the Regional Planning Department. In addition, it is suggested that each of the area municipalities adopt procedures to circulate major plans of subdivision to the Social Services Department and forward all plans of subdivision to the Regional Police.

Yours very truly,

Henry H. Rutherford
per JLG

Henry H. Rutherford,
Regional Clerk.

DH:tlp
c.c. Mr. D. K. Burrows, Chief of Police.
Mr. J. Crozier, Commissioner of Social Services.

REFERRED BY CITY MANAGER TO R. EDMUNDS FOR
REPORT TO GENERAL COMMITTEE

150 CENTRAL PARK DRIVE, BRAMALEA, ONTARIO L6T 2V1 - 416 - 457 - 9400

8/

The Regional Municipality of Peel

September 27, 1974.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mr. Turcotte,

Re: Winston Churchill Boulevard
Our Reference PW-271-74
Your Files 35-74 and 18-74

The City of Mississauga's request for the Region to assume Winston Churchill Boulevard was received by the Regional Public Works Committee at their meeting on September 17, 1974.

The Committee recommended that this request be referred to the Committee reviewing the Regional Road System. Regional Council approved this recommendation at their meeting on September 26, 1974.

Yours very truly,

H. Beshiri

H. Beshiri (Mrs.)
Senior Clerk's Assistant

HB:ag

c.c. - Mr. W. J. Anderson,
Commissioner of Public Works.

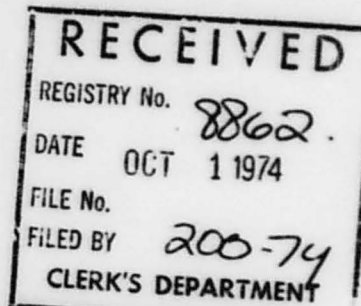
RECEIVED	
REGISTRY No.	8861.
DATE	OCT 1 1974
FILE No.	35-74
FILED BY	18-74
CLERK'S DEPARTMENT	

NO ACTION REQUIRED AT THIS TIME

The Regional Municipality of Peel

September 27, 1974

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.



Dear Mr. Turcotte:

Re: Ontario Home Renewal Program
Our Reference P-138-74

I am enclosing a copy of a report dated September 26, 1974 from the Commissioner of Planning regarding the above matter.

Council on September 26, 1974 adopted the following recommendation of the Planning Committee:

"That the area municipalities be encouraged to submit individual applications for grants under the Ontario Home Renewal Program directly to the Ministry of Housing;

And further, that the Region not make an application for a grant and that the Ministry of Housing be so advised.

Approved".

As indicated, I have advised the Ministry of Housing that the Region will not be making an application.

Yours very truly,

REFERRED TO J. DORRELL AND
J. M. BURWELL FOR REPORT TO
GENERAL COMMITTEE

David A. Humphrey
for Henry H. Rutherford,
Regional Clerk.

DH:tlp
c.c. Mr. P. E. Allen, Commissioner of Planning.

150 CENTRAL PARK DRIVE, BRAMALEA, ONTARIO L6T 2V1 - 416 - 457 - 9400

THE REGIONAL MUNICIPALITY OF PEEL
PLANNING DEPARTMENT

9a

September 26, 1974

The Chairman and Members
of the Planning Committee

SUBJECT Ontario Home Renewal Programme

ORIGIN Acting Housing Minister Donald Irvine announced OHRP on Thursday, September 19, 1974 that \$10-million will be channelled through municipalities for renovation of private homes to bring them up to local standards.

BACKGROUND OHRP supplements the federal government's Neighbourhood Improvement Programs (NIP) and Residential Rehabilitation Assistance Program (RRAP). The federal programmes apply only to areas designated under NIP. OHRP is intended to apply to substandard housing wherever it might be located.

The formula for provincial grants to municipalities is on a per capita basis:

- a) Municipalities under 10,000 population - \$4 per capita or \$4,000, whichever is greater.
- b) Municipalities with 10,000 and 99,999 population - \$3 per capita.
- c) Municipalities with population 100,000 and over - \$2 per capita.

The maximum grants for the area municipalities within Peel, with populations based on the 1974 Municipal Directory would be as follows:

Mississauga	\$2 x 199,678	=	\$399,356
Brampton	\$3 x 84,297		252,891
Caledon	\$3 x 18,700		56,100
Regional Total			708,347

Where the applicant is a Regional Municipality, grants are made on the basis of area municipalities' populations rather than on the basis of the Regional population as a whole.

The Administrative Guide (Appendix A) outlines the regulations for the use of funds:

"The municipalities can use the funds for both forgiveable loans and repayable loans, providing:

- The total forgiveable loans do not exceed 50 per cent of the total annual provincial grant to each municipality;
- The interest on loans (0-8%) shall be related to family income as set out in the regulations (Appendix B);
- The aggregate average interest rate charged to property owners must be at least three per cent of the repayable loan portion of the grant to the municipality by the province; and
- The maximum amount of loan to an owner-occupant shall not exceed \$7,500 less any federal funding.

As the loans are repaid, the municipalities will retain the capital and interest payments."

The regulations also allow an administrative expenditure of \$150 per loan application.

The Administrative Guide (Appendix A, p. 2) describes the municipal responsibilities in the program. The municipality must submit "a statement of the building, maintenance and health standards it intends to enforce". The specific administrative duties of the municipality include informing residents about the program, inspections of property to determine eligibility and adequacy of repairs, accounting functions, etc.

COMMENTS

The Ontario Home Renewal Program is to be commended and should be supported by the Region and the Area Municipalities. The direct interest of the Region is to encourage the maintenance and rehabilitation of Peel's housing stock.

The Regulations permit either Regional or Area municipalities to apply to the Province for an OHRP grant. However, if the Region applies, area municipalities may not. Thus, Section 2 (1)(b) states that area municipalities' grant applications include "a certified copy of a resolution of the council of the regional municipality confirming that the regional municipality will not be making an application for an annual grant".

The other major requirement for a grant is that the applicant submit a statement of the local standards for building maintenance, health, safety and sanitary conditions. It seems that the Region is not in a position to pass such "maintenance and occupancy" by-laws. Section 36 of the Planning Act gives these

94
powers to municipalities; Bill 138, S55(4), however, does not construe the Regional Municipality of Peel as a municipality for purposes of Section 36 of the Planning Act.

In addition, the implementation of OHRP requires building inspections before and after rehabilitation. Since the Region does not have staff qualified in this field and the area municipalities do have, it is recommended that the program would best be administered at the local level.

One role the Region can fulfill is a monitoring one in which the various area programs are examined by the Regional Housing Task Force which could make recommendations about the area programs through Planning Committee and the Regional Council. In conclusion, it should be noted that the Regional Official Plan will contain policies on rehabilitation and maintenance of existing housing stock.

RECOMMENDATIONS

That the Planning Committee recommend to Council that:

- a) the Area Municipalities be encouraged to submit individual applications directly to the Ministry of Housing;
- b) the Region not make an application for a grant and that the Ministry of Housing be so advised.

Peter E. Allen

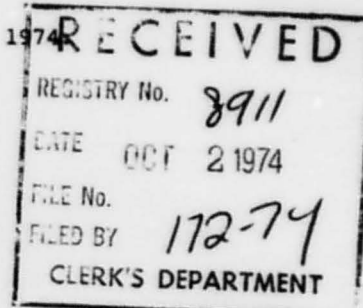
Peter E. Allen
Commissioner of Planning

BN/bc

The Regional Municipality of Peel

September 30, 1974

The Mayor and Members of Council,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.



Dear Ladies and Gentlemen,

The Regional Council of Peel has set up a Committee to Review Bill 138. The purpose of the review is to evaluate, revise and suggest amendments to the Legislature of Ontario.

The Committee to Review Bill 138 proposed the following steps to achieve the goals listed above:

1. Area Municipalities will be asked to submit a working position paper on each section of the Act.
2. Members of Councils will individually have the option of submitting individual opinions on all or every section of the Act.
3. Three public meetings will be held, one in each Municipality, to receive public comments on the Act.
4. Review of all material by the Committee and recommendations to the Regional Council.

In order to achieve our goal of reporting to Regional Council by December 1974, we would ask that all submissions be sent to the following address:

The Committee to Review Bill 138,
The Regional Municipality of Peel,
150 Central Park Drive,
Bramalea, Ontario.

c/o Mrs. Hanna Beshiri - Secretary.

We look forward to receiving your brief on this important matter. We need your help in meeting this deadline and ask for your co-operation in this matter.

THE CITY MANAGER HAS REQUESTED
THE STAFF TO SUBMIT COMMENTS TO
THE CITY SOLICITOR WHO WILL CO-
ORDINATE A REPORT FOR COUNCIL

Sincerely,

T. P. Miller

T. P. Miller,
Chairman,
Committee to Review Bill 138.

11

The Regional Municipality of Peel

September 19, 1974.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mr. Turcotte,

The Regional Administration and Finance Committee
received the enclosed report from the Regional Chief Administrative
Officer at their meeting on September 5, 1974.

Yours very truly,

H. Beshiri

H. Beshiri (Mrs.)
Senior Clerk's Assistant

HB:ag

Enc.

NO ACTION REQUIRED



11

The Regional Municipality of Peel

September 19, 1974.

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Mr. Turcotte,

The Regional Administration and Finance Committee
received the enclosed report from the Regional Chief Administrative
Officer at their meeting on September 5, 1974.

Yours very truly,

H. Beshiri

H. Beshiri (Mrs.)
Senior Clerk's Assistant

HB:ag

Enc.

NO ACTION REQUIRED



175-1117

The Regional Municipality of Peel

11a

August 27th, 1974.

MEMORANDUM TO CHAIRMAN AND MEMBERS OF
ADMINISTRATION & FINANCE COMMITTEE.

FOR INFORMATION

Re: Industrial Promotion

On February 14th, Council approved Recommendation P-15-74:

"That the matter of Industrial Promotion be deferred pending the receipt of a report from each of the Area Municipalities regarding their plans in this area."

The Area Municipalities were duly contacted.

The Town of Caledon replied on March 18th setting forth its position as follows:

- "1. If Industrial Promotion is to be a Region function that (a) A Committee be formed
(b) That the Town of Caledon have representation on this Committee.
2. If Industrial Promotion is to be a local function that the Town of Caledon will create its own Industrial Promotion Committee."

On April 25th the City of Brampton replied with the advice that:

"the City of Brampton has no plans for industrial promotion and requests the Region to proceed with industrial promotion for the entire Region of Peel"

The only written communication from the City of Mississauga with respect to this subject was a response to my letter of February 28th and hastener of April 18th with respect to transferring records and files. On May 1st, the City of Mississauga advised:

"that arrangements are now underway to have all industrial files transferred from the City of Mississauga to the Regional Municipality of Peel."

These files have since been received.

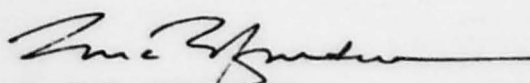
While this matter was being considered by the Area Municipalities, Regional Council on March 14th, approved the job description of the position of Information Officer which description, among other things, indicated that industrial promotion would form a major part of the Information Officer's assignment.

Subsequently, Council authorized the Region to take out a membership in and contribute to the costs of the Metropolitan Toronto Industrial Commission.

It would appear then, that there is general agreement that the Region should be in the business of promoting industrial development and the Information Officer will continue to devote his energies and talents towards that end. The extent to which this function can be fully and effectively carried out, however, will in a large part, depend upon budgetary allocations and on the staffing of the Region's now small (2 person) information office. Certain recommendations have been made by staff with respect to this year's budget for information services and these still stand. Recommendations for next year will await an evaluation of the effectiveness of this year's efforts and the determination of any change in needs.

CMcCH/jp

cc: W. Mosley


C. McC. Henderson,
Chief Administrative Officer.

THE MAYOR AND
MEMBERS OF THE COUNCIL
OF THE CITY OF MISSISSAUGA

September 12, 1974.

12

As responsible and concerned parents of a seven year old daughter who is presently attending Ray Underhill Public School, we would like to submit the following for the Council's consideration.

We reside at 6461 Dunray Court, Mississauga, which is 1.4 miles distant from Ray Underhill School. We have walked the route from our residence to the subject school and back home with our daughter and have established that the round trip takes approximately 80 minutes.

Pursuant to the Board of Education's policy our seven year old child is required to walk the one way trip four times each day, being a total distance of 5.6 miles, taking approximately 2 hours 40 minutes.

We would mention here that several other very young children in the immediate area of our residence who also attend Ray Underhill school are faced with the same grim prospects. The journey from home to school and back is, in our opinion fraught with danger for the youngsters, as they have to pass several busy intersections, dodge traffic because of lack of sidewalks, and pass constructions sites, not to mention the possibility of being accosted or molested by some undesirable person.

The Board may suggest that we are being a little too apprehensive in this regard but the safety of our child is of prime concern, just like other parents.

It is to be hoped that safety is also a consideration of the Council in its deliberations when reaching a decision in this matter. We are of the opinion that the children from our area who have to attend kindergarten through grade 3 at Ray Underhill School, should be transported by bus.

One of the factors which persuaded us to purchase our house, was the promise that a school would be constructed in the immediate neighbourhood where our children could attend. For some reason or other that school is not being constructed.

We have a second child who is only 8 months old, and we find it impossible and impracticable to walk to Ray Underhill School four times each day pushing the baby carriage, or leaving the baby home unattended.

Please, Please help us parents in this matter and authorize the use of a school bus in this instance.

Yours Respectfully,

Roy Murphy
Sandra Murphy
Roy & Sandra Murphy
Telephone: 826-4784.

c.c. Mrs. Caye Killaby, Councillor Ward 4.
Mrs. Hazel McCallion, Councillor Ward 9.

REFERRED TO TRAFFIC SAFETY COUNCIL

2. FILE 46-74 - TRAFFIC SAFETY COUNCIL (BUS SERVICE TO RAY UNDERHILL SCHOOL)

General Committee, at its meeting held September 11, 1974, adopted a recommendation of Councillor McCallion requesting the Traffic Safety Council to deal with the request of parents in the Meadowvale area regarding bus service to Ray Underhill School. The Committee considered the following items in this regard:

- a) Letter from Mr. John A. Fraser, Director of Education for the Peel Board of Education, enclosing a brief which was submitted to the Board, requesting the Traffic Safety Council to make a determination as to the safety of the children walking from their homes to Ray Underhill School.
- b) Petition dated August 15, 1974, requesting Peel Board of Education to approve bussing of their children.
- c) Letter dated October 31, 1973, from E.N. Rutledge, formerly Deputy Chief of the Streetsville Police Department, strongly recommending that a bus be put on this route.

Mr. E. Sommerville, Chairman of the Inspection Committee, advised members of the Traffic Safety Council that the Principal of Ray Underhill School will assist in a safety education programme in his newsletter for the benefit of parents and students, and further, that students who request to stay for lunch may be permitted to. Therefore, it is the opinion of the Inspection Committee that a bus is not needed at this time; however, it should be noted that a bus will be on this route on or about December 1, 1974.

RECOMMENDATION: Moved by Mr. E. Sommerville

THAT the letter from Mr. John A. Fraser, Director of Education, the petition dated August 15, 1974, and the letter dated October 31, 1973, from E. N. Rutledge, be received.

CARRIED

TRAFFIC SAFETY COUNCIL SEPTEMBER 18/74

NAN NEW AIRPORT NOW

13
81 KENDLETON DRIVE,
REXDALE, ONTARIO
742-1386

September 11, 1974

RECEIVED

SEP 19 1974

MALTON'S OFFICE

Mayor M.L. Dobkin
Municipal Offices
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

Dear Mayor Dobkin:

As you know, the City of Toronto recently commissioned a report, the "Pickering Impact Study," which favoured expansion of Malton to handle all Toronto area airport needs. We were very pleased to hear the important and revealing questions about the brief put for Mississauga by Mr. Wier. Thanks to his efforts and those of many others, the work, however superficially impressive, was revealed to be full of errors; and its mistakes were of a kind which grossly underestimated the damage which would be done to this area by unlimited expansion of Malton. You have probably already had a report on the hearings from your lawyers. But we thought that you might be interested in our possibly more detailed account of the faults which were exposed in the study. We enclose a copy of a letter which we sent to the members of Toronto City Council, in the hope that it might help you to argue the case of the people of this area.

Yours truly,

Miriam Mittermaier
Miriam Mittermaier
Secretary



REFERRED TO CITY SOLICITOR
FOR HIS COMMENTS

NAN NEW AIRPORT NOW

13a
81 KENDLETON DRIVE,
REXDALE, ONTARIO
742-1386

September 3, 1974

Mayor David Crombie
Members of City Council
City Hall
Toronto, Ontario

Dear Mayor Crombie and Council Members:

In recent months City Council commissioned, received, and, as we understand it, in some form endorsed the "Pickering Impact Study" prepared by A.J. Diamond, Jack B. Ellis, and others. This report would probably strike a lay reader who had not followed the airport debate in detail as an impressive and persuasive piece of work. Yet the quality of such studies can really become clear only when they have been tested by informed criticism. This one was subjected to such a test during special sessions of the Airport Inquiry Commission held July 31 and August 20 and 21, and many serious weaknesses were revealed; but, so far as we could see, except for one five to ten minute appearance by John Sewell, no member of City Council was there to observe these proceedings in which the City's name and credibility were so much involved. You have probably had an account of the sessions from some or all of Mr. Wright, Mr. Diamond, and Dr. Ellis; but we hope that you will grant that these might be less than totally objective. We would like to tell you about some of the weaknesses which emerged and which struck us as particularly significant. We hope, not that you will uncritically accept our word (though this letter is prepared in the knowledge--and hope--that everything we say could be checked against the hearing transcripts), but rather that you will be spurred to find out for yourselves just what went on.

As it happened, Dr. Ellis had prepared all those parts of the report--traffic forecasts, noise, ground access, on-site facilities--most relevant to the Commission's assignment, and therefore most questions were directed to him. And these questions revealed, not only individual flaws, but major patterns of weakness in his work.

Most pervasive was the overwhelming evidence of inadequate research. Dr. Ellis had attended none of the earlier hearings. Over and over he was asked if he had read the transcripts of some earlier evidence relevant to the topics he was studying, and over and over he answered, "I don't remember," or "Part, not all," or "I think maybe I read some"--this although he described his as-

*I can't swear that every word in this and other quotes is exactly accurate, since I just don't take dictation that well; but I do assert that the words are extremely close to what was said, and the ideas exact.

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signment, not as original research, but as evaluation of the evidence before the Commission. The things that he had missed were of crucial importance; he had not, for instance, seen and heard a filmed demonstration of the noise of one of the "quiet" planes which he proposes as the main answer to Malton's noise problems; he had not read most of the cross-examination on the DeHavilland brief, though it plays a central role in his arguments and he chooses to believe it even when it conflicts with other evidence. Mr. Dunne's first two questions for the Government of Canada concerned the sources for two statements in the discussion of cargo forecasts; Dr. Ellis was able to remember neither (and we might note here that there were some statements for which, although ordered to do so and given time, he never did produce references). When asked his source for the categorical statement that the government's projected fuel costs were too low, he cited only newspaper articles (no specifics) on current costs. (Other questions showed that he might be wrong both about these current costs and about their implication for the future.) When asked the meaning of NEF--the key concept in his and in most other technical submissions on noise before the Commission--he replied "Noise Exposure Factor;" "F" in fact stands for "Forecast." Dr. Ellis acknowledged repeatedly under questioning that he was not an expert on the subjects under study (he had, for instance, never before studied aircraft noise); certainly his work bears him out.

The general inaccuracy of the work is underlined by the fact that between the written report and Dr. Ellis' opening statements, there had been at least one important change. The assumed date for implementation of the U.S. government's FAR 36 noise standards had moved from 1978 to 1980--a crucial difference for the people of the airport area, as Mr. Wier, acting for Mississauga, pointed out. We have no way of knowing whether this was simply carelessness, or whether Dr. Ellis had in the meantime become aware of evidence (raised in questions by Mr. Dunne) that "hush kits" for some of the worst-offending aircraft do not exist, that a 1978 implementation date would be impossible, and that even a 1980 one would be virtually so. (There are in fact legal blocks to these standards ever being enforced.)

The mistakes and omissions cited up to now could be interpreted simply as the results of inadequate preparation forced by lack of time (although the report's tendency to make categorical statements--the government's forecasts will never happen, their noise projections are a "cruel hoax," rapid transit between the two airports will never be justified, etc., etc.--on such a sketchy basis would remain disturbing). But there is a still more disquieting group of errors, ones which appear in major and minor ways intended to mislead. On August 20 Dr. Ellis claimed under questioning that "some," then "many," MOT experts agreed privately that their traffic forecasts were too high and his more accurate (more about that later). Then came this exchange:

Mr. MacKinnon (Government of Canada): Who?
Dr. Ellis: Mr. Beinhammer.

132

Mr. MacKinnon: That's the 'many?'
Dr. Ellis: Yes.

On page 99 of the study, he speaks of 32 all-freight movements per day as the highest forecast, though, as Mr. Dunne pointed out, the MOT's forecasts are considerably higher. He sarcastically attacked the government for under-estimating the cost of a new passenger seat, while neglecting to mention that he was comparing 1971 dollars in the government paper to current 1974 prices, and that, once the correction was made, the difference between the government's suggested cost and the actual one became slight. Perhaps most incredible, in his opening statement he mentioned Tokyo's new Narita airport as a "white elephant," clearly implying that it was not needed; in fact it is unused because of often violent protesters and the huge towers they have built in the flight path; in the meantime traffic at the older airport is sometimes so jammed that planes have to wait for twenty-four hours for their turn. But even more disturbing to those of us in Malton's noise areas was the statement that Air Canada's horribly noisy DC-8's will be phased out by 1978, when the testimony to which he referred expressed the hope that they might be. We noted still more examples of this sort of thing; we hope that you will agree that it is inexcusable.

In some ways, the most disturbing aspect of Dr. Ellis presentation was his wholesale attack, not only on the government's case, but upon the men who prepared it. His repeated, strong, often snide remarks about the competence of their work was rather offensive in the light of the clearly demonstrated inadequacy of his own. His innuendo about their motives ("I hope that this [what he considered a pattern of mistakes which push forecasts higher] wasn't intentional...") was unpleasant. But his charge that one of them, Philip Beinhacker, was deliberately presenting a forecast which he knew to be wrong was most serious of all. (Mr. Beinhacker said under oath that he had not made the statements attributed to him, and we believe him, not only because Dr. Ellis hedged when questioned about his charge--look at the transcript--, not only because a colleague confirmed Mr. Beinhacker's account, not only because Dr. Ellis' own credibility had been badly damaged by that point, but because it seems hard to believe that Mr. Beinhacker would have been so stupid as to say the things charged.)

There was one more matter which might concern members of Council. On the afternoon of August 20, Mr. Macauley, Commission Counsel, read an incredibly long list of assignments which Dr. Ellis has taken on in 1974, all in addition to his full time position at York University; he then asked how, with such a workload, Dr. Ellis had been able to find the "several hundred hours" which he claimed to have spent on this project. Dr. Ellis was asked to submit his time sheets, which we assume he did, and his diary, which, he said, had been lost. All this may mean nothing; but we should think that it would merit further investigation by members concerned with the use of their taxpayers' money.

13d

4

The various things which we have mentioned are not a few exceptional moments from the hearings; rather, they reflect the general tone of the proceedings. In support of this statement, we include a copy of the Globe and Mail's report on the August 20 session; remember that this is from a paper editorially opposed to the second airport. We note that Dr. Ellis has reportedly accused the Commission of being "biased against opponents of the airport" (Toronto Star, August 22). We would urge anyone wanting to check this to read the probing, sceptical questions sometimes aimed at government witnesses by Commission Counsel in earlier hearings; and he should also note that Mr. Wright himself commended the Commission early in these last hearings for calling some witnesses who questioned the government's position. We did not, it is true, hear any other witness so demolished as was Dr. Ellis; but that is only because no other witness had, through his own mistakes, left himself so vulnerable.

The City has clearly been put into an extremely embarrassing position. Inconsistent statements about the purpose of the report (Mr. Wright had earlier angrily demanded that the Commission wait for its completion, yet now he insists that it was never meant for them) have been made in its name. Its claim of impartiality on the airport question, already weakened by Mr. Wright's role in the earlier hearings, has been dealt another serious blow; and as a result relations with several neighbouring governments have surely been made more difficult. Surely the City's representatives owe it to their own image, to their taxpayers, and above all to the thousands who would be gravely affected by the report's recommendations to find out just what has been done and, if they find our account correct, to publicly disown the study. We hope that at least some of you will undertake this task.

Yours truly,

Miriam Mittermaier
Secretary

13e

City consultant put on defensive over study on impact of airport

By MICHAEL MOORE

Consultant Jack Ellis, a professor at York University, spent his first day on the stand yesterday before the Airport Inquiry Commission, defending a study he helped prepare for the City of Toronto.

The study was on the impact of the planned Pickering airport, and Prof. Ellis said it was the first time he had appeared as a witness before a board or commission.

He spent much of the day back-tracking.

"Have you ever been asked questions as an expert?" asked Thomas Dunne, lawyer for the federal Ministry of Transport.

"Not your kind," Prof. Ellis replied.

During his introductory statement to the commission, Prof. Ellis said passenger numbers were overestimated by the federal planners for a number of reasons.

One reason was higher costs and one of those was a higher cost per seat of new aircraft.

"Capital costs of aircraft were estimated (by the MOT planners) to remain constant at \$61,000 per seat, a figure which Air Canada has testified has already gone to \$80,000 per seat, apparently on its way to \$90,000 per seat soon," Prof. Ellis said.

Mr. Dunne pointed out to him in cross-examination that \$61,000 applied in 1971, and that if the \$80,000 price were returned to 1971 dollars, the cost would be only \$65,000, which he said was only slightly higher than the figure the MOT used.

Prof. Ellis said this did not alter his contention.

"You intended to compare \$80,000 with \$61,000, didn't you?" Mr. Dunne asked.

"No," Prof. Ellis replied.

Earlier B. J. McKinnon, the chief counsel for the MOT, read to Mr. Ellis a sentence

from a letter he had received from Ralph McCreath, chief counsel for the commission.

Mr. McCreath told him of being at a meeting of the City Council executive committee and hearing Prof. Ellis tell the executive "that the MOT's passenger forecasts were not only greatly exaggerated, but that in meetings privately with some of the MOT experts those experts in fact agreed with Dr. Ellis's much reduced forecasts."

Prof. Ellis said he could not remember if he made the statement.

"Would it be a correct statement if you'd made it?" Mr. McKinnon asked.

"Privately many of the MOT consultants agree that the forecasts are too high," Prof. Ellis replied.

"Perhaps you'd better give us the names of the many," Mr. McKinnon said.

"Mr. Beinhaker," Prof. Ellis replied. Philip Beinhaker, a partner in Peat Marwick and Partners, is on long-term assignment to the airport planners.

"Those are the many?" Mr. McKinnon asked.

"Yes," Prof. Ellis replied.

He said he ran into Mr. Beinhaker in the Peat Marwick offices and Mr. Beinhaker agreed with his objections, at least in part.

Mr. McKinnon plans to put Mr. Beinhaker, and another Peat Marwick partner who was present, on the stand to give their versions of the conversation.

Late yesterday, under cross-examination by John Weir, lawyer for Mississauga, he admitted "perhaps" he had misrepresented Air Canada's position on the noisiness of its aircraft.

Mr. Weir read from his study that "Air Canada have testified they will have the fleet in compliance (with U.S. noise standards) in 1978."

This showed, the study said,

that noise would not be as much of a problem around Malton by 1973 as MOT witnesses have testified.

He read from the hearings transcript that the witness from Air Canada hoped the company would retire the noisier DC-8 aircraft—largely for reasons of economics—after the 1976 Olympics.

"And you still make that statement," he asked. "Should you have said 'they could do it?'"

"I would have to take some time," Prof. Ellis said.

"You have just said," Mr. Weir interjected.

"Perhaps," Prof. Ellis said.

The most surprising statement of the day was by Donald Wright, lawyer for the city, who objected to the interpretation Mr. Weir was putting on the report.

Mr. Weir was trying to find out what kind of evidence the study was, and asked Prof. Ellis if the point of it was to read through the evidence already before the commission and point out what the city felt was significant.

"I object," Mr. Wright said. "They made the study for the City of Toronto."

Several times last spring, during more than three months of hearings, he urged the commission to delay the whole hearings until the City of Toronto impact study was finished because this would be such an innovative and important document.

Yesterday he said "if the commission doesn't want this evidence" it needn't call it. "It wasn't prepared for this purpose. It was prepared for the city."

131

Malton growth ^{Aug 28/74} brief full of hot air ^{Thompson}

It was tough luck for pro-Malton expansionists last week when a York University professor named Jack Ellis testified before the federal airport enquiry commission.

Ironically, Prof. Ellis was the author of most of a report adopted by the City of Toronto favoring the expansion of Malton airport.

Ellis did a good enough job stumbling and fumbling his way through the report, only to end up admitting he is definitely a non-expert when it comes to judging the airport issue, that the city's submission no longer warrants serious consideration (if it ever did).

With the airport question coming up for a decision in October, we're just glad a guy like Ellis is on the other side.

EYOBICOKE GUARDIAN
EDITORIAL

Aug 28/74.



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER
A.6.3.-M.

September 19, 1974

The Corporation of the City of Mississauga
1 City Centre Drive
Mississauga, Ontario
L5B 1M2

Attention: Mr. D. R. Turcotte
City Clerk

Dear Sir:

Re: Meadowvale Conservation Area
Your File 54-74

RECEIVED	
REGISTERED	8519
DATE	SEP 20 4
FILE NO.	54-74
FILED BY	
CHECKED BY	

The Meadowvale Conservation Area has been closed to cars as of September 3, 1974. This, in essence, does not mean that the public is not allowed into the Area, only that the cars will have to be parked outside the gate entrance.

The public may use the Area for hiking, picnicking, fishing, snowshoeing, cross-country skiing and other activities which do not contravene the Authority's regulations for the particular Area.

Press releases have previously gone out to all watershed papers to inform the public of the closing dates for the Conservation Areas. I apologize for not informing your Council of this matter.

Yours very truly,

Basil Noels

Basil Noels
Project Director

BN/gc

NO ACTION NECESSARY



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER
P.S. 11.

October 3, 1974



The Regional Municipality of Peel
150 Central Park Drive
Bramalea, Ontario
L6T 2V1

Attention: Regional Engineer

Dear Sir:

Re: Cawthra Creek Diversion

Attached is a copy of a letter dated September 24, 1974 from the City of Mississauga concerning the Cawthra Creek Diversion. As you are no doubt aware this has been a controversial subject for some time and on June 28 this year a resolution of this Authority was forwarded to the Regional Clerk concerning the critical flooding along this creek.

The Cawthra Road Grade Separation Report prepared by McCormick, Rankin & Associates Limited for the County of Peel recommends that the Cawthra Creek be diverted just North of Atwater Avenue, under the CNR, across the rear of Johns Manville and into the Cooksville Creek. To this end, the design of the Cooksville Creek channel has been engineered to accept the flow of Cawthra Creek.

The expropriation of the properties South of Lakeshore Road for the Cooksville Creek channelization has been approved and the Authority will have possession of the land for this project on January 15, 1975. It is expected that this channel will be completed in the summer of 1975.

The Authority requests that the Regional Municipality of Peel advise on the proposed phasing of the Cawthra Road Grade Separation to include any proposed alternatives and whether a minimum flow should be retained in the present Cawthra Creek after diversion to Cooksville Creek.

NO ACTION REQUIRED

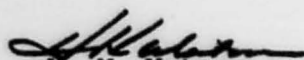
....continued

October 3, 1974

15a

Should the Regional Municipality of Peel wish the Credit Valley Conservation Authority to undertake this project a formal request by resolution of Council will be required naming the Region as benefitting municipality.

Yours very truly,


H. K. Watson
General Manager

HKW/gc
Att.

cc: ✓ City Clerk
City of Mississauga



156

September 24, 1974

The Credit Valley Conservation
Authority,
Meadowvale, Ontario

ATTENTION: Mr. H.K. Watson,
General Manager

Dear Sir:

RE; Cawthra Creek Diversion,
Our File 54-74

Council at its meeting of September 23rd, 1974 adopted
the following recommendation of the Environmental Advisory Board
report of August 19th, 1974:

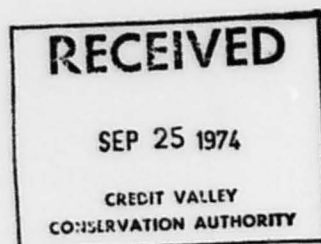
The recommendation on this item is in two parts:

- "1. That the Cawthra Creek Diversion Project be
proceeded with, in light of the serious flooding
and erosion problems in Cawthra Creek.
2. That the residents affected by the Cawthra Creek
Diversion project, be notified prior to the work
being started, and be given the opportunity to
express their opinions in this matter."

I draw your attention to part 2 of the above recommendation
and request that you notify the said residents prior to starting
the work.

If you have any queries concerning the above recommendation
please do not hesitate to contact Mr. J. Murray of this department.

Yours very truly,



THE CORPORATION OF THE CITY OF MISSISSAUGA,

Terence L. Julian
Terence L. Julian, A.M.C.T.,
Assistant to the City Clerk.

J. Murray/cf

1 CITY CENTRE DRIVE, MISSISSAUGA L5B 1M TELEPHONE (416) 279-7600

THE HALTON REGION
CONSERVATION AUTHORITY

16

TRAFALGAR SQUARE • 310 MAIN STREET • MILTON, ONT. L9T 1P4
• TEL: 878-4131

October 2, 1974

Mr. H.H. Rutherford, Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario

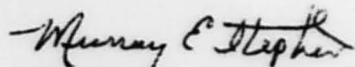
Dear Sir:

The Halton Region Conservation Authority has directed that Clerks of all Municipalities receive copies of agendas and minutes of meetings of the Conservation Authority.

The Halton Region Conservation Authority would appreciate it if you would advise the Members of Council that a copy of each agenda and minutes of each meeting will be on file with the Clerk of the Municipality.

Trusting this is satisfactory, I remain,

Yours truly,


Murray E. Stephen, P. Ag.,
General Manager.

RECEIVED

NO ACTION REQUIRED

OF NATURAL RESOURCES IN
WOODLAND AND WILDLIFE.

McMILLAN, BINCH
BARRISTERS & SOLICITORS

17
TELEX NO. 08-22317
CABLE ADDRESS "WARDRITE"
TELEPHONE 384-5121

ROSS DUNN, Q.C.
F. D. GERITY, Q.C.
J. S. FARQUHARSON, Q.C.
NANCY L. CARNWATH
D. G. FISHER
C. T. LOUGHRIN
D. A. ALLPORT
J. A. PATERSON
W. WLOSHYN
R. H. GILMORE
J. G. ARMSTRONG
ALICE-ANNE MORLOCK

GORDON McMILLAN, Q.C.
S. G. M. GRANGE, Q.C.
K. B. McMILLAN
ROBERT M. TURNBULL, Q.C.
P. F. M. JONES
J. W. V. STEPHENS
P. G. CATHCART
J. S. PETERSON
R. E. McDERMOTT
J. W. ROWLEY
J. C. OSBORNE
S. W. GOLDSTEIN

W. G. C. HOWLAND, Q.C., LL.D.
W. A. MACDONALD, Q.C.
MICHAEL B. JAMESON, Q.C.
LORRAINE GOTLIB, Q.C.
D. I. MATHESON
G. E. WHYTE
E. K. WEIR
T. C. MARSHALL
J. W. CRAIG
J. J. BALL
H. H. FRAWLEY

ROYAL BANK BUILDING
20 KING STREET WEST
TORONTO ONTARIO
M5H 1C8

REGISTERED MAIL

September 13, 1974.

The Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario L5B 1M2.

Dear Sir:

Re: Credit Heights Limited - T-21897

Our client has advised that the second submission by its consultants, Kleinfeldt and Associates, was made on September 4th, 1974, and they were advised that the matter would take some time to process.

We bring to your attention that when our J.W.V. Stephens appeared before counsel relative to the disposition of Block B, it was agreed between counsel and our client that Block B would be given gratuitously to the City with the assumption that the City would expedite the processing of the plan because of so many delays encountered, many of which were not caused by our client.

We therefore ask you to expedite the processing of this matter forthwith as a priority item in accordance with the agreement made previously.

This matter has gone on far too long for it to be allowed to be buried in departmental files.

Your prompt attention to this matter would be appreciated.

REFERRED TO E. BODNAR

JWVS:jah

RECEIVED	
REGISTRY No.	8487
DATE	SEP 19 1974
FILE No.	T21897
FILED BY	
CLERK'S DEPARTMENT	

Yours very truly,

McMillan Binch

72 High St. East.,
Port Credit,
Mississauga, Ontario.
Sept. 24, 1974.

18

Mayor M. Dobkin & Council,
City of Mississauga,
1 City Centre Drive.,
Mississauga, Ontario.

RE: Proposed 48 Suite Condominium Apts. for
H.G. Sharp (or his Associates) at properties
known as 11 & 13 Helene St. N. and 66, 68, 70 High
St. East. (Port Credit) Mississauga, Ontario.

Gentlemen;

As Owner of property at 72 High St. East, next to proposed 48 Suite Condominium Apts., I wish to make the following objections to this building and proposed amendments to by-law 1227, as amended, by the former Town of Port Credit.

- (1) I feel that this area at present is a heavily congested one, both Density and Traffic wise, - The closeness to the Port Credit GO Train station has increased the parking problems in the area, and the additional parking required for a 48 suite unit would greatly increase this problem considerably.
- (2) With the present traffic on High St. E. and on Helene St. N., this proposed Hi-Rise building would be most undesirable. During the school season many of the area children have to use these streets, on an average of Four times daily to attend "Forest Ave. Public School". Unless accompanied by parents or older children they endanger their lives. There have been many accidents in this area, especially at the corners of High St. E. and Ann Street. This was pointed out in my letter of November 19, 1973 to Mayor Cy Saddington, the Mayor of Port Credit at the Time. The Mayor and Council used good judgement to Reject the proposal by "Airport--Construction Ltd", the original purchasers of the property and applicant.
- (3) Port Credit has to now, with the odd exception been blessed with the image of a good town, having parks, trees, residential gardens and greenery which the residents take pride in. This is the image to keep and not have pressure groups try to force and ram through proposals for their own personal benefits at the expense of the Townspeople.
- (4) The lot area on which the proposed building would be built on is approximately 165 feet by 165 feet:: It is my understanding the present by-law would allow for a maximum 8 storey building. To accommodate a 48 suite building it would be necessary to go 13 or 14 storeys high. This in my estimation is ridiculous. The height factor would cut off the present view of residents of the area who now enjoy same..

COPY REFERRED TO O.M.B. FOR HEARING
OCT. 7

PAGE #2.

18a

It is my hope that the City of Mississauga Council and the Planning department, will not give in to the pressures of the Developer (s) and will be represented at the Ontario Municipal Board hearing on October 7, 1974, at the Boards Chambers, 123 Edward St., Toronto at 10.00 o'clock A.M.

I will be present at that time to state my objections and would gratefully appreciate the backing of all in opposing the appeal by the said applicant.

Yours truly;

(Ms) : G.M. Robson.....
G.M. ROBSON.

WEIR & FOULDS
BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.
H. S. O. MORRIS, Q.C.
S. P. WEBB, Q.C.
A. McN. AUSTIN
J. J. CARTHY, Q.C.
G. J. SMITH
N. W. C. ROSS
B. FINLAY
L. D. BARSKY
K. B. PAYNE
S. B. STEIN
L. J. O'CONNOR

J. T. WEIR, Q.C., LL.D.
R. B. ROBINSON, Q.C.
J. P. HAMILTON
M. S. ARCHIBALD, Q.C.
J. D. McKELLAR, Q.C.
M. J. McQUAID
W. T. R. WILSON
G. J. HENRY
P. W. LOCKETT
R. W. ROSENMAN
R. J. LANE
W. A. D. MILLAR

CANADA LIFE BUILDING
330 UNIVERSITY AVENUE
TORONTO, CANADA M5G 1S2

TELEPHONE: (416) 595-1595
CABLE ADDRESS: MASEMIDON

September 25, 1974.

R. D. WALTER, Q.C.

City Clerk
City of Mississauga
Mississauga, Ontario

Dear Sir:

Re: Meadows Community
Official Plan and
Zoning Amendment

For your information herewith a copy of a letter to the Ontario Municipal Board together with enclosures 3 and 4 mentioned therein. Enclosures 1 and 2 are on your file.

You will note that in addition to the application to the Ontario Municipal Board our clients have requested the Honourable the Minister of Housing to refer the application to amend the primary and secondary plan for the area and to refer the subdivision plans, the "T" numbers of which are listed in our letter to the Minister of September 24, 1974.

While it is not a requirement that you be advised of these requests to the Minister and the Ontario Municipal Board, we wish you to have knowledge of the actions taken and we are of course prepared to discuss any of the matters raised so long as such discussions do not delay the ultimate determination of the matter.

Yours truly,

J. T. Weir

THE CITY MANAGER HAS REFERRED
THIS MATTER TO MR. EDMUNDS,
MR. BODNAR AND MR. OLAH FOR
A JOINT REPORT.

WEIR & FOULDS

BARRISTERS AND SOLICITORS

K. A. FOULDS, Q.C.
H. S. O. MORRIS, Q.C.
S. P. WEBB, Q.C.
A. McN. AUSTIN
J. J. CARTHY, Q.C.
G. J. SMITH
N. W. C. ROSS
B. FINLAY
L. D. BARSKY
K. B. PAYNE
S. B. STEIN
L. J. O'CONNOR

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R. B. ROBINSON, Q.C.
J. P. HAMILTON
M. S. ARCHIBALD, Q.C.
J. D. McKELLAR, Q.C.
M. J. McQUAID
W. T. R. WILSON
G. J. HENRY
P. W. LOCKETT
R. W. ROSENMAN
R. J. LANE
W. A. D. MILLAR

R. D. WALTER, Q.C.

CANADA LIFE BUILDING
330 UNIVERSITY AVENUE
TORONTO, CANADA M5G 1S2

TELEPHONE: (416) 595-1595
CABLE ADDRESS: MASEMIDON

September 26, 1974

Clerk,
City of Mississauga,
Municipal Offices,
1 City Centre Drive,
MISSISSAUGA, Ontario.

Dear Sir:

Re: Restricted Area Appeal to the
Ontario Municipal Board--Sanrose
Construction (Dixie) Limited vs.
City of Mississauga

We are the solicitors for the appellants herein who have appealed to the Ontario Municipal Board from the refusal by the Council of the City of Mississauga to deal with an application to rezone the property noted above.

The Ontario Municipal Board has set a date for hearing this appeal and in accordance with the rules of the Board, we are enclosing herewith a notice of the appointment for hearing, a copy of the proposed by-law and a brief explanatory note.

Yours very truly,

WEIR & FOULDS

GJM:jam
Encls.

RECEIVED
REGISTRY No. 8784
DATE SEP 27 1974
FILE No.
FILED BY
CLERK'S DEPARTMENT

REQUIRES RESOLUTION FOR
CITY SOLICITOR TO DEFEND



R 74647

209

Ontario Municipal Board

IN THE MATTER OF Section 35 (22) of
The Planning Act (R.S.O. 1970, c.
349),

- and -

IN THE MATTER OF an appeal by
Sanrose Construction (Dixie)
limited for an order directing an
amendment to By-law 5500 of the
City of Mississauga, as amended by
By-law 10970 as re-enacted by By-law
97-74, to change from R17D1 Section 238
to R17D1 Section 238 amended, the
permitted use of lands comprising part
of Lot 6, Concession 2, South of Dundas
Street, to permit the erection of two
apartment buildings and one row
dwelling building with certain
recreational and community facilities

APPOINTMENT FOR HEARING

THE ONTARIO MUNICIPAL BOARD hereby appoints Monday,
the 28th day of October, 1974, at the hour of ten
o'clock (local time) in the forenoon at the Board's
Chambers, 123 Edward Street, (6th Floor), in the
City of Toronto for the hearing of all parties
interested in supporting or opposing this appeal.

If you do not attend and are not represented at this
hearing, the Board may proceed in your absence and
you will not be entitled to any further notice of
the proceedings.

In the event the decision is reserved persons taking
part in the hearing may request a copy of the decision
from the presiding Board Member. Such decision will be
mailed to you when available.

DATED at Toronto this 22nd day of August, 1974.

SECRETARY

206

PROPOSED BY-LAW

A by-law to amend By-law 5500 as amended.

The Council of the Corporation of the City of Mississauga pursuant to Section 35 of The Planning Act, R.S.O. 1970 and amendments thereto enacts as follows:

1. By-law No. 5500 as amended is hereby amended by deleting Section 238 and substituting the following:

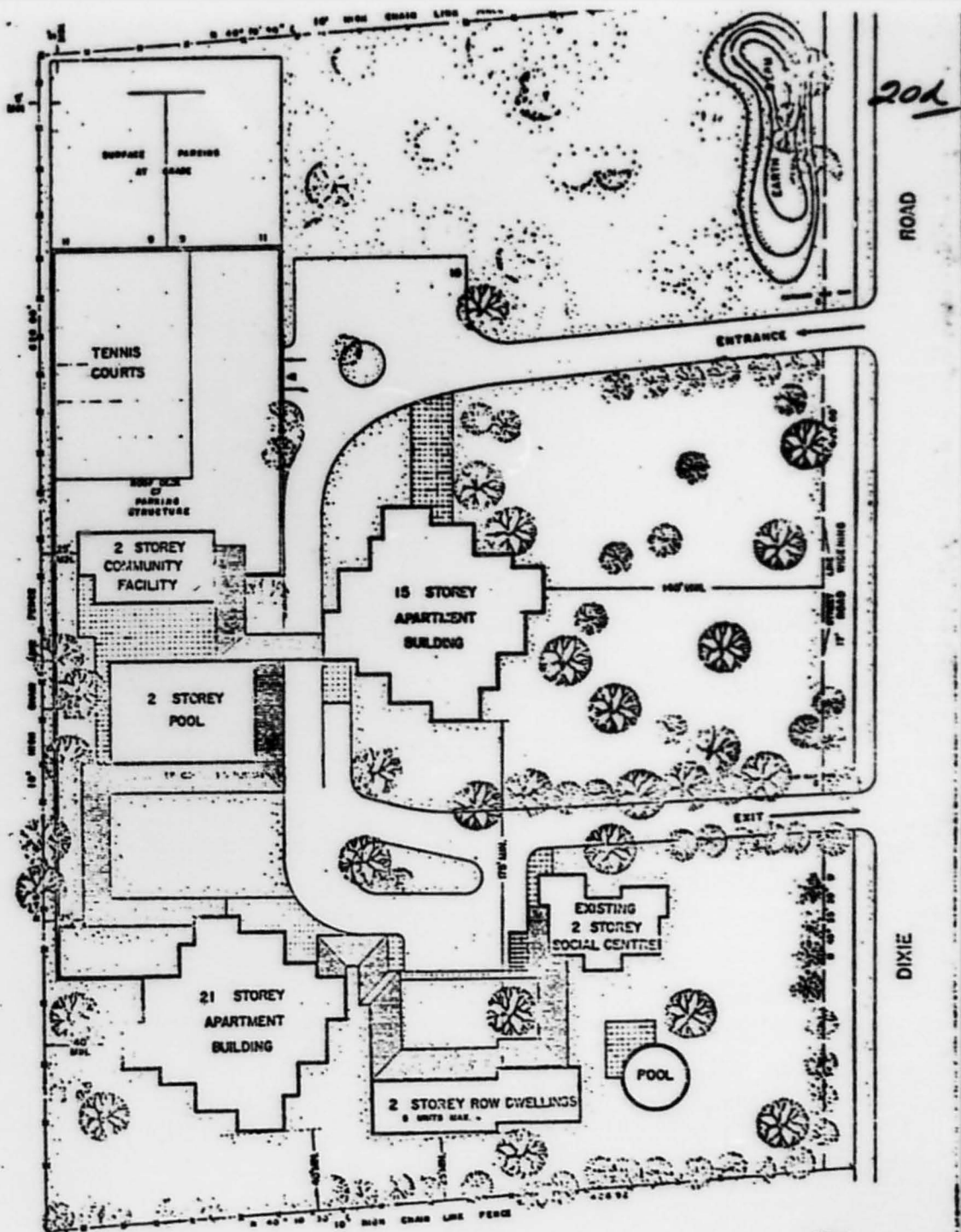
Section 238 notwithstanding RM7D4 zone designation the lands delineated on Schedule B of this by-law as RM7D4-Section 238 shall only be used for apartment and row dwelling purposes in compliance with the RM7D4 zone requirements, the site development standards shown on Schedule I of this Section and in compliance with the following regulations:

- (a) Section 44 Sub-sections 8 and 9 shall not apply;
- (b) Section 44 Sub-sections 4, 5(iii) and 6(iii) shall not apply to a one storey parking structure located 5 feet from the rear lot line;
- (c) Section 44 Sub-section 12 shall not apply provided the buildings or structures shall not have more than 277 dwelling units and 70% of the lot area is maintained as "minimum open space".

202

- 2 -

2. This by-law shall not come into force until approved
by the Ontario Municipal Board.



GENERAL INFORMATION

ZONE RM7D4 "SECTION 238"
 LOT AREA 251,472 sf

NOTES

1. All shown areas are proposed to be used for the purposes shown on the plan and are not to be used for any other purpose.
2. All shown areas are to be landscaped and paved.
3. Some areas to be shown, landscaped and paved in detail.

Schedule 1 to Section 238
 as Amended. (Application
 Global Dixie Limited
 March 6, 1974)

20e

EXPLANATORY NOTE

By-law No. 9676 of the Town of Mississauga amended By-law No. 5500 to designate the lands herein as RM7D4-Section 238. This By-law permitted the construction of two apartment buildings and one row dwelling building with certain recreational and community facilities.

By-law No. 10970 passed by the Town of Mississauga on the 9th day of October, 1973 amended the description of the gross floor area of the building or structure in such a way that the apartment buildings as contemplated under By-law 9676 could not be constructed.

The affect of this By-law is to permit the development of this property under the provisions contemplated under By-law No. 9676 involving a maximum of 277 dwelling units and minimum open space of 70% of lot area.

This property contains 5.773 acres more or less and is located on the west side of Dixie Road approximately 300 ft. south of the Queen Elizabeth Way.



A 74259

21

Ontario Municipal Board

IN THE MATTER OF Section 42
of The Planning Act (R.S.O.
1970, c. 349) as amended,

- and -

IN THE MATTER OF an appeal
by The Corporation of the
City of Mississauga from a
decision of the Regional
Municipality of Peel Land
Division Committee

C O U N S E L :

L. R. Cutler - for Gino Dodaro
G. D. Olah - for the City of Mississauga

DECISION OF THE BOARD delivered by W. T. SHRIVES

In accordance with an authority issued pursuant to Section 15 of The Ontario Municipal Board Act, I attended at the Board's Chambers on the 9th day of September, 1974 to conduct a public hearing of this appeal.

This appeal is taken by the City of Mississauga against a decision of the Peel Land Division Committee dated February 21, 1974 whereby permission was granted to the applicant to convey a lot with 50 feet of frontage and a depth of 120.31 feet.

Mr. Dodaro is the registered owner of a lot on Fairview Road with a frontage of 100 feet and a depth of 390 feet. The application proposes to subdivide this lot by taking a lot in the north-east corner of the dimensions described in the previous paragraph. The residue would therefore leave an L-shaped lot with 50 feet of frontage and the remaining two-thirds of the lot with a width of 100 feet.

The lot in question is located in an R3 zone and the proposed lot meets the requirements of such a zone.

NO ACTION REQUIRED

21a

The only planning evidence which was heard was adduced by the municipality. Mr. Maji described the subject area as a street that has been developed for several years in 100-foot lots. An area plan filed as Exhibit 2 indicates that all of the lots on Fairview Road have 100 feet of frontage and considerable depth. It was his opinion that because of the large lots and a large area of vacant land behind them that any redevelopment of the area should take place by means of a registered plan.

The evidence also indicated that at least six other ratepayers on the street have been approached to sell their properties.

I am of the opinion that if the area is to be re-developed, it should be done on an overall basis and that the proper way is by means of a registered plan. In this way a proper road pattern could be established which from the evidence appears to be inadequate.

The Board is therefore going to allow the appeal and set aside the decision of the Regional Municipality of Peel Land Division Committee.

DATED at Toronto this 23rd day of September, 1974.

W. T. SHRIVES
MEMBER



22

Office of the
Treasurer
of Ontario

Ministry of Treasury
Economics and
Intergovernmental
Affairs

416/965-6361

Frost Building
Queen's Park
Toronto Ontario

September 12, 1974

RECEIVED

SEP 12 1974

MAYOR'S OFFICE

Mr. J. Burwell,
Treasurer,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Mr. Burwell:

A review of your by-law 416-74 (adopted September 6, 1974), to limit the increases and decreases in taxation as a result of a different assessment base on those lands which were formerly part of the Town of Oakville, has been conducted. In view of the significant tax decreases and increases that would occur on certain properties as a result of this re-assessment, I concur that some adjustments are necessary in 1974 to phase-in this impact.

I hereby designate the Corporation of the Town of Mississauga to be a municipality to which section 505 of The Municipal Act applies.

I have also considered your request to introduce transitional mill rate adjustments to establish a uniform residential and commercial mill rate throughout the Municipality. This is to confirm that I intend to prepare an order in accordance with section 85 of The Regional Municipality of Peel Act specifying the following adjustments for 1974:

NO ACTION REQUIRED

RECEIVED

REGISTRY No. 8500::2
DATE SEP 19 1974
FILE No. 18-74

	<u>Resid.</u>	<u>Comm.</u>
the former Town of Mississauga	-.34	-.40
the former Town of Oakville	-.20	-.23
the former Town of Port Credit	+7.70	+9.06
the former Town of Streetsville	+.80	+.95

I trust the above will now permit you to
finalize your 1974 tax levies and issue your tax bills.

Yours truly,

John White.

c.c. Mayor M.L. Dobkin ✓
City of Mississauga

Mr. J.M. Reid
Director
Office of Legal Services

Mr. G.W. Lawson
Municipal Finance Branch

Mr. W.E. Robson
Advisory Services Branch



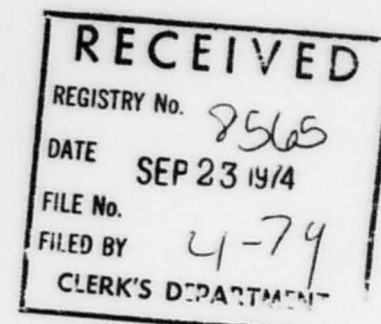
23

OFFICE OF
THE MINISTER OF NATIONAL HEALTH AND WELFARE

CABINET DU MINISTRE DE LA
SANTÉ NATIONALE ET DU BIEN-ÊTRE SOCIAL

Sep 19 1974

Mr. Terence L. Julian, A.M.C.T.,
Assistant to the City Clerk,
The Corporation of the City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
LSB 1M2



Dear Mr. Julian:

May I thank you for your letter to the Minister dated August 13, 1974 on the subject of Noise Control. The subject of Noise and Noise Control is, as you know, of continuing concern, both to this Department and to a number of other Federal Departments, in particular to the Department of the Environment with whom we are cooperating closely.

We note with interest and appreciation that your Council has recommended a detailed study of the physiological and psychological effects of noise on people with a view to determining the long term effects of various ambient noise levels, i.e. recommendation No. 7. In this area, as you may know, Noise has for some time been an environmental factor of concern to the Department and has placed high on the list of concerns by the Environmental Health Directorate of the Health Protection Branch. It is precisely in this area where the "state of the art" is deficient, i.e. the areas of potential long term physiological, psychological and sociological noise effects. The type of studies required are complex, certainly multi-disciplinary and probably long term.

Noise is very much a problem of the cities and officials of this Department are at present developing with the Ministry of State for Urban Affairs joint programs related to protecting and enhancing the health of urban Canadians, present and future. Since the cooperation of other Federal Departments as well as provincial and local governments is essential in this field, it is important that these studies involve a large number of environmental agents, usually acting together, sometimes for differing periods of time and for different parts of each individual's life.

NO ACTION REQUIRED AT THIS TIME

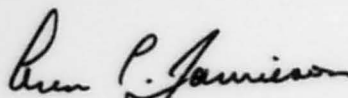
23a

- 2 -

It is in the context of these studies that the next studies you recommend will be undertaken, i.e. as multi-disciplinary studies of multiple, potentially damaging environmental agents.

We will ensure that as these studies are being designed and implemented, the responsible officers will make a direct contact, as you suggest, with Mr. Latham.

Yours truly,



Ann C. Jamieson,
Executive Assistant.

24

Ministry of Treasury
Economics and
Intergovernmental
Affairs

Tel: 965-1630

Queen's Park
Toronto Ontario

September 23, 1974.

Mr. David R. Turcotte,
City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

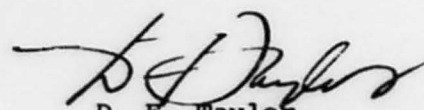
Dear Mr. Turcotte:

Re: Reed Paper Limited

I appreciate very much the speed with which your Council acted in dealing with the Reed Paper Limited matter covered by your letter of September 12, 1974.

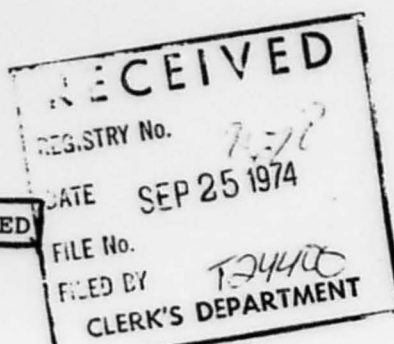
Would you please extend my thanks to Mr. Edmunds and other staff who met with Messrs. John Dobson (Hydro), Walter Macnee, and myself on September 11th for their excellent co-operation.

Yours very truly,



D. F. Taylor,
Executive Director,
Local Government Services
Division.

NO ACTION REQUIRED





25

Minister
Without
Portfolio

Ministry of Treasury
Economics and
Intergovernmental
Affairs

416/965-6901

Frost Building
Queen's Park
Toronto Ontario
M7A 1Y7

September 25, 1974

Mr. David R. Turcotte,
City Clerk,
City of Mississauga,
1 City Centre Drive,
MISSISSAUGA, Ontario.
L5B 1M2

Dear Mr. Turcotte: Re: Reed Paper Limited

I have received your Council's Resolution (No.689) of September 11th requesting that I use my powers under the provisions of Sect. 32 of The Planning Act to amend the zoning by-law to permit Reed Paper Limited to use their 34 acre site on Bramalea Road for the industrial purposes they had originally contemplated for the 72-acre site which the Province now requires for Hydro transmission line purposes.

I have instructed staff to immediately commence preparing the necessary Order for my signature and registration.

I trust that this indication of our action will permit the municipality and the Company to enter into the agreements to which reference is made in the Resolution.

Yours sincerely,

DONALD R. IRVINE,
Acting Minister of Housing.

RECEIVED

REGISTRY No. 8768
DATE SEP 27 1974

COPY SENT TO E. BODNAR & R. EDMUNDS

ROOM 251, PARLIAMENT BUILDINGS
QUEEN'S PARK, TORONTO M7A 1A2
965-2117



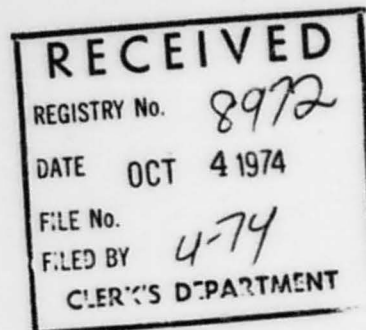
LEGISLATIVE ASSEMBLY

OFFICE OF THE
MEMBER FOR PEEL SOUTH
R. DOUGLAS KENNEDY, M.P.P.
CHIEF GOVERNMENT WHIP

965-4819 Queen's Park
277-2067 Residence

October 1, 1974

Mr. Terence L. Julian, A.M.C.T.
Assistant to the City Clerk
1 City Centre Drive
Mississauga, Ontario
L5B 1M2



Dear *Terry* ~~Mr. Julian~~:

This will acknowledge your letter of September 24 setting out adoption of the report by Mr. Bodnar with respect to the need for amendments to the real estate offer to purchase.

In light of the information supporting this request I can certainly see the need and I will be pleased to pass this along to the Minister of Consumer and Commercial Relations with my support.

Thank you for writing.

Yours sincerely,

R. Douglas Kennedy
R. Douglas Kennedy, M.P.P.
Peel South

RDK:JC

c.c. The Honourable John Clement

NO ACTION REQUIRED AT THIS TIME



27

Ministry of
Transportation
and
Communications

Telephone 248-3629

Downsview, September 25, 1974
Right-of-Way Branch.

Mr. D. R. Turcotte,
City Clerk,
1 City Centre Drive,
MISSISSAUGA, Ontario
L5B-1M2

Dear Sir:

RECEIVED	
REGISTRY No.	8849.
DATE	OCT 1 1974
FILE No.	
FILED BY	22-74
CLERK'S DEPARTMENT	

Re: DESIGNATION PLAN OF PROPOSED HIGHWAYS
City of Mississauga, Regional Municipality of Peel,
Highway 403, Plans P-5005-46, P-5005-47 and P-5005-48,
Highway 410, Plan P-5098-2.

Enclosed are prints of our plans illustrating the route of the proposed highways through your municipality, which was arrived at following discussions with your Municipal Officials and other interested parties.

In keeping with the Ministry of Transportation and Communications' desire to keep municipalities fully informed on proposed developments, those plans are being provided to assist your Planning and Building Permits authorities.

The plans do not expropriate land, but illustrates the route of the proposed highways which have been designated as controlled-access highway by Order in Council and filed as a Regulation.

Such an Order protects the corridor of the highway for the future and makes the routes subject to the requirements of The Public Transportation and Highway Improvement Act, in respect to signs, entrance and building permits, etc.

It would be appreciated if your officials would in future, refer any applications for building permits, in the vicinity of the proposed highways to the District Engineer, Ministry of Transportation and Communications at "Toronto", so that they may be assessed in light of requirements under The Public Transportation and Highway Improvement Act.

Yours truly,

V. E. Conway
V. E. Conway,
For: W. D. Ratz
CHIEF SURVEYOR

VEC/mlb
attach:



28

Office of the
Minister

Ministry of the
Solicitor
General

416/965-2021

Hearst Block
Queen's Park
Toronto Ontario

September 24, 1974

Mr. Terence L. Julian, A.M.C.T.,
Assistant to the City Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

RECEIVED	
REGISTRY No.	8895
DATE	OCT 2 1974
FILE No.	55-73
FILED BY	
CLERK'S DEPARTMENT	

Dear Mr. Julian:

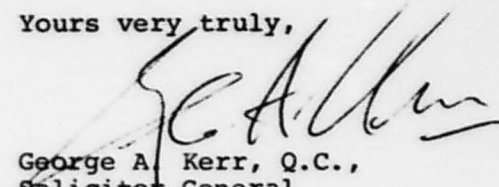
Re: Your File No. 55-73, Fire Fighters
Agreement.

I wish to advise that your letter of September 10th to my colleague, Provincial Secretary for Justice and Attorney General, the Honourable R. Welch, Q.C., advising of the Resolution of the Council of the Corporation of the City of Mississauga, dated August 23rd, and relating to settlements with fire fighters in the Province of Ontario, has been referred to me for consideration.

The establishment of a Task Force would not, I believe, provide additional information which is not at this time in the possession of the Ministry or the Fire Marshal's Office. There were meetings over the past several months with The Ontario Fire Chiefs Association, The Ontario Fire Fighters Association, the Ontario Fire Marshal's Office, and officials of my Ministry, to discuss the matter of fire protection in the Province.

A final determination has not as yet been made, nor has there been a consensus among the parties as to how best to bring about effective changes in the bargaining procedures, or in the service provided to the communities in their fire protection program. I do appreciate, however, receiving the Resolution of the Council and it certainly will receive every consideration.

Yours very truly,


George A. Kerr, Q.C.,
Solicitor General.

NO FURTHER ACTION REQUIRED
AT THIS TIME

29

PEEL HANDICARE
c/o W.P. Tobias, C.A.
3322 Lonefeather Crescent
Mississauga, Ontario.
L4Y 3G5

20 September 1974

Mr. D.R. Turcotte, City Clerk
City of Mississauga
1 City Centre Drive
Mississauga, Ontario.

Dear Mr. Turcotte:

The directors of Peel Handi-Care wish to again thank the Mississauga Council for the special transit grant which will enable the transportation service of Peel Handi-Care to operate until 31 December 1974.

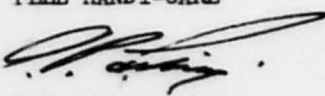
In item 2.4 of the Peel Handi-Care 31st July submission leading to the grant, certain statistics were included concerning the operation and utilization of the bus service for handicapped individuals. Those statistics covered operations to 30 June 1974.

We now wish to update the statistics and attach a table summarizing the operational data to 31 August. An unaudited financial statement to the same date is also attached. We propose to submit similar data and financial information each month in order to keep you fully informed of the operations of the bus service.

In the submission, and during the verbal presentation to Council, we stated that Peel Handi-Care does not wish to operate the service permanently but, rather, hopes that the public authorities will take over the operations and provide a permanent service once the need is proved and supporting statistics provided. We have accumulated statistics, as shown in the attached table, and would like to receive Council's direction as to the persons or department with whom we could meet to discuss the possible takeover by public authorities of the Handi-Care bus service for the handicapped.

Yours very truly,

PEEL HANDI-CARE


W.P. Tobias, C.A.
Director

WPT/hs

RECEIVED	
REGISTRY No.	8611
DATE	SEP 24 1974
FILE No.	30-74
FILED BY	12-74
CLERK'S DEPARTMENT	

REFERRED TO E. DOWLING FOR REPORT TO
GENERAL COMMITTEE

PEEL HANDI-CARE

1974 STATISTICS

TOTAL OPERATION

	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Total</u>
Number of passengers	145	321	256	603	869	860	905	3,959
% in wheelchairs		33%	33%	29%	26%	27%	22%	26%
Number of trips		135	166	275	452	498	504	2,030
Destinations:								
Medical		10%	35%	29%	46%	58%	62%	47%
Employment		18%	20%	13%	14%	15%	12%	15%
Social & recreat.		50%	20%	40%	17%	18%	10%	21%
Meetings & educat.		5%	5%	5%	7%	-	-	3%
Other		17%	20%	13%	16%	9%	16%	14%
Operational miles		1,860	1,674	2,915	4,965	5,735	5,046	22,195.

Note 1. May - Operation of the north bus commenced 21 May.

2. July - Staff and operations were reduced due to funding problems.

3. August - Funding to 31 December 1974 was assured. Operations were resumed with full time and part time help to cover the hours during which the bus service is most utilized.

29a

PEEL HANDI-CARE
COMPARATIVE BALANCE SHEET (UNAUDITED)

296

	As At	
	19 July/74	31 Aug/74
<u>ASSETS</u>		
CURRENT ASSETS		
Cash on hand and in bank	\$ 1,542	\$ 218
Accounts receivable	3,835	22,827
Deposit	100	100
	<u>\$ 5,477</u>	<u>\$ 23,145</u>
Total assets	<u>\$ 5,477</u>	<u>\$ 23,145</u>
<u>LIABILITIES AND FINANCING</u>		
CURRENT LIABILITIES		
Accounts payable and accruals	\$ 1,154	\$ 1,150
Receiver General - payroll remittances	329	459
Vacation pay accrued	221	352
	<u>\$ 1,704</u>	<u>\$ 1,961</u>
FINANCING		
Grants - Local Initiatives Program	\$ 17,136	\$ 17,136
- March of Dimes	1,840	1,840
- Peel County/Peel Region	4,000	6,666
- Brampton	1,150	1,150
- Caledon	1,380	1,380
- Mississauga		19,320
Donations - miscellaneous	536	536
	<u>26,042</u>	<u>48,028</u>
Deduct operating costs to date	(22,269)	(26,844)
Net financing available for operations	<u>\$ 3,773</u>	<u>\$ 21,184</u>
Total liabilities and net financing	<u>\$ 5,477</u>	<u>\$ 23,145</u>

STATEMENT OF OPERATING COSTS (UNAUDITED)

	1 Jan.74 to 19 Jul.74 (LIP)	20 Jul.74 to 31 Jul.74	Month of August	Total
Salaries and wages	\$ 16,578	\$ 680	\$ 2,586	\$ 19,844
Fringe & stat. benefits	1,267	52	194	1,513
Administration & postage	77		30	107
Office supplies etc.	237			237
Telephone	349	32	44	425
Misc. general expense	29		17	46
Vehicles - lease	2,140		535	2,675
- gas, oil etc.	1,045	120	282	1,447
- maintenance	173		3	176
Insurance	374			374
Total operating costs	<u>\$ 22,269</u>	<u>\$ 884</u>	<u>\$ 3,691</u>	<u>\$ 26,844</u>



ROBERT ALLWORTH LIMITED

cc: Mayor M. Dobkin ✓
Mrs. K. Killaby - Councillor

30

RECEIVED

September 19th, 1974.

RECEIVED	
REGISTRY No.	8843
DATE	SEP 30 1974
FILE No.	
FILED BY	
CLERK'S DEPARTMENT	

Mr. W. G. Burks,
Manager, Engineering & Operations,
Trans Northern Pipe Line Company,
696 Yonge Street,
TORONTO, Ontario.

Good morning Mr. Burks:

We received your letters of July 19th and 30th, 1974, and are impressed with your proposal. However, we believe the expansion to include another pipeline, this time of 20" diameter, is unwarranted.

If you look hard enough you can find an alternative route.

In your letter of July 19th you state "Some of the problems are ... under high voltage lines gives rise to safety hazards". How do you think we will feel if your proposal goes through and we have two, not one, but two nine lines in our garden - one line within 18 - 21 ft. of our home, offering absolutely horrendous possible damaging effects to both life and property.

We understand you plan to pipe under a pressure of 500 - 600 lbs., highly volatile, flammable liquids. Does this fact not constitute a " ... rise to safety hazards"?

From an ecological and potentially hazardous position we urge that you consider an alternative route.

Sincerely yours,

J. W. Armstrong,
Vice President Marketing.

JWA:lp

REFERRED TO ENGINEERING DEPARTMENT



NEWS RELEASE

GOVERNMENT CAUCUS

QUEEN'S PARK

TORONTO

365-4808

31

FOR RELEASE:

IMMEDIATE

September 20, 1974.

Tenders for the rebuilding of the Queen Elizabeth-
Erin Mills Parkway Traffic Circle are proposed to be called
on the 2nd October, 1974. Doug Kennedy, M.P.P. Peel South
said there had been delay due to a land acquisition
problem, but this has now been cleared away. He met with
departmental officials on Thursday last and was success-
ful in having the project advanced, and it is expected
that work will be started this fall.

"I am very pleased that this most urgent problem
has been speeded up." said Mr. Kennedy. "It is one of
the highest priorities in any area of the province in my
opinion, and the department has responded to these
representations.

"The proposed plan will provide for twinning the
circular traffic lanes as well as the traffic lights,
and a pedestrian path on the west side. I am satisfied
that the modifications will go a long way to alleviate
this serious traffic congestion" concluded Mr. Kennedy.

NO ACTION REQUIRED



32

MISSISSAUGA RADIO
P.O. BOX 1190
POSTAL STATION PORT CREDIT
MISSISSAUGA, ONTARIO
PHONE: 279-1190

20th September, 1974

Dr. Martin Dobkin,
Mayor of the City of Mississauga,
City Hall,
1 City Centre Drive,
Mississauga,
Ontario.

SEP 20 1974
MAYOR'S OFFICE

Dear Martin,

I wanted to congratulate you and the Council on the wonderful job done on the Birth of a City Celebration Day. It was outstandingly successful.

All of us at CJMR enjoyed our association with the Birth of a City Celebration and felt that the Recreation and Parks Department did a fantastically good job, along with all the others who took responsibility for the celebration.

Would you please pass on my comments to the other members of Council?

Yours truly,
CJMR 1190 Radio Limited

Jean
(Mrs) Jean E. Caine
President

JC/JC

NO ACTION REQUIRED

RECEIVED	
REGISTRY NO.	8842
DATE	SEP 30 1974
FILE NO.	
FILED BY	171-74
CLERK'S DEPARTMENT	

 1190 RADIO

MISSISSAUGA RADIO
P.O. BOX 1190
POSTAL STATION PORT CREDIT
MISSISSAUGA, ONTARIO
PHONE: 279-1190

33

Mayor and Council,
City of Mississauga,
1 City Centre Drive,
Mississauga,
Ontario.

Ladies and Gentlemen,

RECEIVED 4th September, 1974	
REGISTRY No.	8842
DATE	SEP 30 1974
FILE No.	171-74
FILED BY	
CLERK'S DEPARTMENT	MAYOR'S OFFICE

I felt I had to write to you and let you know how thrilled I was - as was everyone at CJMR - with the Birth of a City Celebrations held on September 7th.

I congratulate, in particular, such people as Steve Bitten, Jerry Love, Jim Hoshko and Bill Kriesel, and the entire Recreation and Parks Department on a job extremely well done. It was our pleasure to take part in this exciting event, right from the description of the fine parade (from our broadcast location at the corner of Highway 5 and Hurontario Street) in the morning, to signing off from Port Credit Memorial Park that evening. I can assure you that all of CJMR enjoyed this wonderful, historic day.

We were pleased to be able to publicize the Birth of a City Celebrations, not only with the announcements purchased by the City but also through the thousands of dollars worth of free publicity CJMR provided. We were also happy to participate in the presentation of entertainment in the form of a free concert by the internationally known recording group, Fludd. It was, indeed, a thrill for us to broadcast all day from the Port Credit Memorial Park, as it allowed us to meet face to face with our Mississauga listeners.

I have lost count of the number of people who remarked to me how much they enjoyed themselves and how much they admired the expert, yet seemingly easy, way the whole event was organized and handled. I am glad that CJMR was able to play a small role in the success of the day by broadcasting all the excitement to shut-ins, people at work, and others who could not be present at the celebrations.

NO ACTION REQUIRED

33a

Mayor and Council

-2-

24th September, 1974

Once again, I congratulate you, the Staff, and the Recreation and Parks Department for presenting a meaningful and exciting day in the life of Mississauga that will be fondly remembered for many years to come by the residents of our wonderful new City.

Yours truly,
CJMR 1190 Radio Limited

Michael H. Caine

Michael H. Caine
Vice-President and Station Manager

MC/JC



34

Thanks to you it's working
UNITED WAY OF PEEL REGION

93 DUNDAS STREET EAST
SUITE 105
MISSISSAUGA, ONTARIO
L5A 1W7

September 12, 1974

Dr. Martin L. Dobkin,
1 City Centre Drive,
Mississauga, Ontario.

SEP 12 1974

MANOR'S OFFICE

Dear Dr. Dobkin:

I have just been informed by Mr. D. R. Turcotte,
City Clerk, that in response to our request, Mr. Glen
McGillivray and Mrs. Valerie Houle have been appointed to
the 1974 United Way Campaign.

We thank you sincerely for your co-operation and
assistance in this matter and look forward to working with
Mr. McGillivray and Mrs. Houle in making this campaign the
most successful to date.

Yours truly,

W. A. Straitton / sm

W. A. Straitton,
Campaign Director

/h

NO ACTION REQUIRED

R.G. Penny
Executive Director

W.A. Straitton
Campaign Director



The Mississauga News

3125 WOLFEDALE ROAD, MISSISSAUGA, ONTARIO • 279-2211
L5C 1W1

Nov 672

35

September 17, 1974

RECEIVED

SEP 17 1974

MAYOR'S OFFICE

Mayor M.L. Dobkin, M.D.
Office of the Mayor
1 City Centre Drive
Mississauga, Ontario

Dear Mr. Mayor:

Thank you very much for placing in front of Council our proposal concerning the donation of a tiara for the Miss Mississauga Pageant.

So that it would not embarrass Council, I have decided to withdraw my request. For your information, a Mississauga Realtor has offered to donate the tiara to our Pageant.

I find it regrettable that Council could not endorse the Miss Mississauga Pageant even though on numerous occasions both the City and certain Councillors wish her to attend particular functions.

We are proud of Miss Mississauga and what she represents to our community and we hope that some day Council will feel the same.

Yours very truly

Elio Agostini
Publisher

EA:jc

cc: D.R. Turcotte, A.M.C.T.
City Clerk.

RECEIVED

REGISTRY No. 8847

DATE OCT 1 1974

FILE No.

FILED BY 1-74
CLERK'S DEPARTMENT

NO FURTHER ACTION REQUIRED

The Township of Toronto Historical Foundation Incorporated

36

Administrators of
LEWIS BRADLEY PIONEER MUSEUM

REGISTERED UNDER CHARITABLE USES ACT
DEPT. OF REVENUE (CANADA)
AS NO. 0244947-50-13

LETTERS PATENT
DECEMBER 6TH, 1960

HEAD OFFICE:
MISSISSAUGA MUNICIPAL BUILDING
1 CITY CENTRE DRIVE
MISSISSAUGA, ONTARIO

112A 551
GC SEP 11/74
MWS-MW02

92 Cumberland Dr.
Port Credit, Mississauga
Sept. 26/74.

Mr. T. Julian
Asst City Clerk
City of Mississauga

Dear Mr Julian:-

This is to inform you that I have been appointed to represent the Township of Toronto Historical Foundation on the committee being formed by the City to come up with an overall policy with regards to the preservation of Historical buildings and sites in Mississauga.

Yours sincerely,

Margaret Lawrence
Sec.

WHEN ALL APPOINTMENTS HAVE BEEN
MADE, A MEETING WILL BE ARRANGED.

Thanks
from the
Clarkson-Horne Park

Major Pee Wee B

Lacrosse Team

We really appreciated
the flags and crests.

Harry Connor

Alan Hick Larry McQuay

Mark Coxhead

Allen Eade

31

Glenn Poige

Mark Turner

Stephen Papas

Kelly Sullivan

Mike Bazamy

Tom Richmond

Andrew Dick

Robley Connor

Shaun Venter

Andrew Connor

Michael Horvath

Mike Garrett

Jonathan

Jipping

Scott Red

3020 Queen Frederica Dr. Apt. 616.

Mississauga, Ontario,

September 10, 1974

38

Mrs. J. Love,

Superintendent, Recreation and Parks Department,

1 City Centre Drive,

Mississauga, Ontario:

Dear Mrs. Love:-

The members of Queen Frederica Senior Citizens Club of Mississauga wish to express their thanks and appreciation to you, the Recreation and Parks Department and the City Council, for the wonderful new Senior Citizens Centre, on Cawthra Road.

We are all delighted with the lovely building and will be happy to make good use of same. Would you be so kind and convey our gratitude to the members of Council.

Sincerely,

Mrs. Lou Goodfrey. (President)

NO ACTION REQUIRED

THE HOSPITAL FOR SICK CHILDREN
FOUNDATION

39

555 UNIVERSITY AVENUE
TORONTO M5G 1X8
(416) 386-7242

R.A. Laidlaw, LL.D., Honorary Chairman
C.L. Gundy, LL.D., Honorary Chairman
Duncan L. Gordon, F.C.A., Chairman
John T. Law, President
F.W. Hunnisett, Vice President
Adam H. Zimmerman, Treasurer
E.H. Shuter, Secretary

Board of Directors
James W. Cochrane
Marshal Stearns, M.B.E.
Richard M. Thomson
James M. Tory, Q.C.
William P. Wilder
D.H. Wishart, F.C.A.

September 24th, 1974

The Corporation of the City
of Mississauga,
MISSISSAUGA, Ontario,
L5B 1M2.

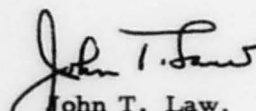
RECEIVED
SEP 26 1974
TREASURY DEPT.

Attention: Mr. R. W. Gibson,
Deputy Treasurer.

Dear Mr. Gibson:

I am enclosing a receipt for your generous contribution. We appreciate very much your confidence in us and would you please express this appreciation to your associates.

Sincerely yours,


John T. Law,
President.

JTL*mh
Encl.



NO ACTION REQUIRED

CL 311-16

100 Dundas St E

apt 1114

40

Mississauga L5A1W3

Ontario

Sept 13th 74

Dear Sir

On behalf of the Cooksville Senior Citizens Club #26 I wish to convey to you and your Department our sincere thanks and appreciation for the most luxurious and practical centre which has been presented to the Senior Citizens in the City of Mississauga. It is our sincere wish that the Seniors will in large numbers participate in the wide and varied Social and Educational programs which have been provided. We trust the Centre will give much pleasure and relaxation to many Senior Citizens. Thanking you again for the time and effort that made a dream come a reality.

Yours truly,
W Anderson Secy

NO ACTION REQUIRED

Mr. Gerald Love.
Superintendent of Recreation
Recreation & Parks Dept
No 1 City Centre Bldg.
Mississauga L5B 1M2.

3468 Wagonwheel Rd
Mississauga L4Y-3L9.
Ontario

41
Sept. 11th.

06-34-03

Dear Mr. Love

Will you please convey our sincere
thanks to the Council for our lovely Centre,
from Bloor-Dixie Senior Citizens Club.

We held our first club meeting, on
Monday September 9th, and enjoyed very much the
room and facilities made possible for the seniors use.

Some of us went on a tour of inspection,
and were delighted with the arrangements made especially
for the seniors comfort.

Many are now
looking forward to spending whole days during the
week at the Centre so that they may meet friends,
and members of other clubs for a chat.

Thanking you, Yours Sincerely
Jessie Murphy.

Sec. Bloor-Dixie Senior Club.

NO ACTION REQUIRED

BOY SCOUTS OF CANADA
MISSISSAUGA DISTRICT



42
3121 HURONTARIO STREET
MISSISSAUGA, ONTARIO
279-2729

September 24, 1974

Mr. J.M. Burwell, C.A.,
City Treasurer,
The Corporation of the
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
LSB 1M2

RECEIVED
SEP 30 1974
TREASURY DEPT.

Dear Sir:

On behalf of the District Council and all Scouting in Mississauga, may I extend my sincere thanks to the Corporation of the City of Mississauga for their generous Grant of \$2000.00

As one of the largest Scout Districts in Ontario this will certainly assist us to continue our Scout operation, for, as the City grows so does Scouting. This past year over 3000 boys and adults were involved in the Scout organization in Mississauga.

We hope to see that number increased in the coming year.

Again, my sincere thanks.

Yours in Scouting,

Ron Hollands

Ron Hollands,
District President.

RH:rt

NO ACTION REQUIRED



Ministry of
Revenue

RECEIVED

REGISTRY No.

DATE

OCT

1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

newsrelease

FOR IMMEDIATE RELEASE

September 6, 1974

43

NO DELAY IN ASSESSMENT

PAT GILLIS, EXECUTIVE DIRECTOR OF THE ASSESSMENT DIVISION OF THE MINISTRY OF REVENUE, HAS STATED IN RESPONSE TO A RECENT NEWSPAPER REPORT, "WE HAVE NO INDICATION WHATSOEVER THAT THE WITHDRAWAL BY ASSESSORS OF THE USE OF THEIR OWN CARS BECAUSE OF A DISPUTE OVER MILEAGE PAYMENTS WILL AFFECT OUR ABILITY TO GET THE JOB DONE. THE DISPUTE WILL CAUSE NO DELAYS IN ISSUING SUPPLEMENTAL ASSESSMENTS AND MUNICIPALITIES WILL LOSE NO REVENUE BECAUSE OF IT."

A SUPPLEMENTAL ASSESSMENT IS AN ADDITIONAL ASSESSMENT REFLECTING AN INCREASE IN VALUE ON A PROPERTY OR BUSINESS WHICH COMMENCED OPERATION AT SOME TIME DURING THE TAX YEAR.

MR. GILLIS POINTED OUT THAT THE ISSUANCE OF SUPPLEMENTALS IS UP TO DATE IN EVERY REGION IN THE PROVINCE. "IN YORK COUNTY, WHICH THE ARTICLE CITED, SUPPLEMENTALS ARE ISSUED EVERY TWO MONTHS. THE LAST BATCH WENT OUT ON JULY 30TH AND BROUGHT \$55 MILLION OF ASSESSMENT, WHICH IS ON A PAR WITH LAST YEAR. OUR NEXT ISSUANCE IS DUE SEPTEMBER 15TH AND WE ARE ON SCHEDULE IN GETTING OUR ASSESSMENTS DONE.

NO ACTION REQUIRED

43a

- 2 -

"IT IS INCUMBENT ON THE ASSESSMENT DIVISION OF THIS MINISTRY TO KEEP THIS WORK UP TO DATE AND ALL ASSESSMENT COMMISSIONERS HAVE BEEN INSTRUCTED TO PROVIDE TRANSPORTATION, WHERE NECESSARY, TO MAKE SURE ASSESSMENTS ARE COMPLETED ON TIME," MR. GILLIS SAID. "THE OWNERSHIP OF A CAR IS NOT INCLUDED IN THE TERMS OF EMPLOYMENT FOR ASSESSORS AND THE DIVISION RECOGNIZES THAT IT IS RESPONSIBLE FOR GETTING OUR ASSESSMENT WORK DONE. WE ACCEPT THIS RESPONSIBILITY IN ITS ENTIRETY AND WITHOUT COMPLAINT. THERE IS NO QUESTION OF ANY REPRISALS AGAINST OUR STAFF FOR WITHDRAWING THE USE OF THEIR AUTOMOBILES AS THE ARTICLE IMPLIED."

IN AN OPEN MEETING OF ALL ASSESSMENT EMPLOYEES OF THE YORK COUNTY REGIONAL ASSESSMENT OFFICE THIS MORNING, 6 ASSESSORS AGREED TO USE THEIR CARS, 17 WILL NOT AND THE REMAINING 3 OR 4 ARE ON HOLIDAY.

THE STAFF RELATIONS BRANCH OF THE CIVIL SERVICE COMMISSION IS CURRENTLY NEGOTIATING WITH THE CIVIL SERVICE ASSOCIATION OF ONTARIO WITH REGARD TO PRIVATELY-OWNED CARS AND MILEAGE PAID FOR THEIR USE. THE FOLLOWING IS THE OFFER ON MILEAGE RATES MADE TO EMPLOYEES ON AUGUST 16, 1974 WHICH THE CIVIL SERVICE ASSOCIATION OF ONTARIO WAS INVITED TO ACCEPT WITHOUT PREJUDICE TO FURTHER NEGOTIATIONS.

436.

- 3 -

<u>EFFECTIVE APRIL 1, 1974</u>	<u>SOUTHERN ONTARIO</u>	<u>NORTHERN ONTARIO</u>
0 - 5,000 MILES	16¢ PER MILE	17¢ PER MILE
5,001 - 15,000 MILES	13¢ PER MILE	14¢ PER MILE
15,001 AND OVER	11¢ PER MILE	12¢ PER MILE
 <u>EFFECTIVE SEPTEMBER 1, 1974</u>		
0 - 5,000 MILES	18¢ PER MILE	19¢ PER MILE
5,001- 15,000 MILES	13¢ PER MILE	14¢ PER MILE
15,001 AND OVER	11¢ PER MILE	12¢ PER MILE

IN ADDITION, THE GOVERNMENT OFFERED TO WRITE
 INTO THE COLLECTIVE AGREEMENT PROVISION FOR PERIODIC
 REVIEW TO ENSURE CONTINUING APPROPRIATENESS OF THE
 MILEAGE RATES.

- 30 -

REFER: PAT GILLIS (416) 965-2182



Ontario

Ministry of
Transportation
and
Communications

44
Municipal Branch,
1201 Wilson Avenue,
Downsview, Ontario.
M3M 1J8

October 7, 1974

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2.

Dear Sir:

In regard to the purchase of urban transit buses, the following procedure must be followed to be eligible for the 75% Capital Transit Subsidy from this Ministry:

Municipalities must tender on a competitive basis for fixed price bids and accept the lowest tender that meets specifications.

If bus suppliers insist upon bidding on a base price plus price escalation formula basis, subsidy will only apply on the base price.

This ruling comes into effect immediately.

Yours truly,

A. A. Ward,
Director,
Municipal Branch.

c.c. - Mr. E. Dowling,
Transit Manager,
City of Mississauga

NO ACTION REQUIRED



Park Royal Community Association Inc.

FOUNDED 1958 • INCORPORATED 1964

P.O. BOX 68 • CLARKSON POSTAL STATION • MISSISSAUGA, ONTARIO L6J 4Z2

45

September 23rd, 1974

The Council,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ont.
L5B 1M2

Gentlemen:

Due to a number of complaints from the residents living in the new section in the south-west portion of Mississauga, this Association is requesting your aid in improving the lighting situation on Winston Churchill Boulevard, from the railway tracks up to Truscott Drive.

There are no street lights from the railway tracks to Stockholm Road and only three of four from Stockholm Road to Truscott Drive, and these provide very inadequate lighting for the many people now using public transportation at this point.

Two incidents have been brought to our attention where children have been chased on Winston Churchill Boulevard and the Police were called on both of these occasions.

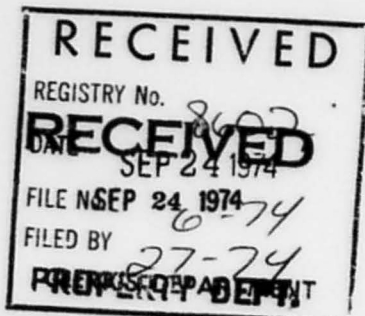
Now that this area is so densely populated we hope that the City of Mississauga will be able to improve this lighting situation.

Yours very truly,

cc: M.H. Spence
L. Parsons

PARK ROYAL COMMUNITY ASSOCIATION, INC.

Margaret M. Morris
Corresponding Secretary



REFERRED TO ENGINEERING
DEPT. FOR REPORT TO
GENERAL COMMITTEE

The Regional Municipality of Peel

46

September 18, 1974

Mr. D. R. Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario,
L5B 1M2.



Dear Mr. Turcotte:

Re: Meadowvale West Community Area
Our Reference P-116-74

On September 5, 1974 the Planning Committee considered a report from the Commissioner of Planning regarding Regional Roads in the Meadowvale Community Area, a copy of which is enclosed.

The following recommendation of the Planning Committee was referred to your municipality for comment by Council on September 12, 1974:

"That T.A.T.O.A. be requested to provide express transit service from Meadowvale West to both the Bloor subway and the Toronto central business district in the immediate future.

Approved".

Yours very truly,

Henry H. Rutherford,
Regional Clerk.

DH:tlp
c.c. Mr. P. E. Allen, Commissioner of Planning.

REFERRED TO E. DOWLING FOR REPORT

Tel: (613) 547-3292

Institute of Local Government
T.J. Plunkett, Director

QUEEN'S UNIVERSITY
KINGSTON, ONTARIO
CANADA

September 18, 1974

RECEIVED
REGISTRY No. 8627
DATE SEP 24 1974
FILE No. 774
FILED BY
CLERK'S DEPARTMENT
SEP 28 1974
MANAGER'S
OFFICE

47

Mr. Frank Markson,
City Manager,
City of Mississauga,
City Hall,
Mississauga, Ontario

Dear Frank:

Seminar: New Horizons in Urban Management
Queen's University,
November 24-27, 1974.

Our conversations with senior municipal officers across the country have convinced us that most are aware of the need for opportunities to assess the implications of the changes that are taking place with respect to the role and structure of local government. Some of these changes involve the introduction of innovative methods and structures, new approaches to organization, management development and the municipal response to the increasingly complex local involvement with programmes and policies.

We are certain that you and your colleagues at senior levels of managerial responsibility in your municipality are aware of some of these developments. However, in the constant pace to keep abreast of day-to-day activities there is rarely time available to assess, discuss and develop a focus on the significance of these matters. It is to provide just such an opportunity that we have organized a five-day seminar under the general theme: New Horizons in Urban Management.

This seminar will be held at the new Donald Gordon Centre for Continuing Education here at Queen's University, Kingston from Sunday November 24 to Friday November 29, 1974. The enclosed brochure will provide you with more complete information regarding the seminar.

Attendance at the seminar will be limited to twenty-eight persons. If you, or one of your senior associates plans to attend we would urge you to complete and return the Seminar Registration Form (contained in the attached brochure) as soon as possible. If there is any further information you require, please do not hesitate to call or write.

My very best regards.

Yours sincerely,

T.J. Plunkett
T. J. Plunkett.

NO ACTION REQUIRED

TJP:lh
Encl.

MINUTES OF THE SPECIAL MEETING OF THE MISSISSAUGA PUBLIC LIBRARY BOARD
held at Central Library on Thursday, August 15, 1975 at 7.30 p.m.
for the purpose of choosing an architect to construct the
Burnhamthorpe District Branch Library.

48

Those present: L. Boaretti, J. Brierley, Dr. M.L. Dobkin, I.G. Ferguson,
Mrs. A.E. Jagger, W.O. Johnson, Mrs. J. Keenan, Mrs. A.J. Luckevich,
Noel Ryan.

The following six architects made presentations to the Board :

Erdmann W. Knaack,
Dunlop, Farrow, Aitken
Abram/Nowski
Matsui, Baer, Heidman, Vanstone
Stafford-Haensli
Raymond Moriyama

After viewing each of the presentations, the Library Board discussed their
relevant merits and, after due consideration, chose Raymond Moriyama,
Architects and Planners, to design the Burnhamthorpe Library.

Following this decision, the Chief Librarian reported on the Book
Catalogue project to the Board and indicated that it would appear that
one or two terminals could be dropped and that because of the work load
in amalgamating the three separate collections into one catalogue, not
previously anticipated, Mr. Ryan recommended the addition of another
Cataloguer in Technical Services. Mr. Ryan was given authorization to
hire this person immediately if, upon the establishment of the library's
budget, there were no further unexpected cuts.

The meeting ended at 11.30 p.m.

(sgd) Noel Ryan

Secretary

(sgd) L. Boaretti

Chairman

NO ACTION REQUIRED

RECEIVED

REGISTRY No.

DATE SEP 26 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

MINUTES OF THE REGULAR MEETING OF THE MISSISSAUGA PUBLIC LIBRARY BOARD
held at Central Library

49

June 26, 1974

Those present: L. Boaretti, J. Brierley, I. Ferguson, G.W. Finlayson,
Mrs. Jagger, W.O. Johnson, Mrs. Keenan, Mrs. Luckevich, N. Ryan.
Councillor Bud Gregory sat in for the Mayor.

Approval of the Minutes

On a motion by Mr. Brierley, seconded by Mr. Ferguson, the Minutes of the
previous meeting were approved as circulated.

Business arising from the Minutes

Notice of Motion by G.W. Finlayson

It was moved by G.W. Finlayson, seconded by I. Ferguson, that the
Mississauga Public Library Board, in view of the expansion that is
occurring in its operation, and in view of the further expansion that
is imminent and will occur in the foreseeable future, and because of
the financial and operational needs of the System in relation to this
growth, appoint a person designated as Business Manager and that this
person report to the Chief Librarian and the Board as required.

A recorded vote was asked by Mr. Finlayson:

IN FAVOUR OF

I. Ferguson
G.W. Finlayson

OPPOSED

L. Boaretti
J. Brierley
M.E. Gregory
Mrs. Jagger
W.O. Johnson
Mrs. Luckevich
Mrs. Keenan

RECEIVED

REGISTRY No.

DATE SEP 26 1974

FILE No.

FILED BY

CLERK'S DEPARTMENT

Increase in Fine Structure at Port Credit and Streetsville

A Mr. William Aitken from the Port Credit area attended the Board meeting
to object to the increase in adult fines from 4¢ a day to 10¢ a day for
overdue books at the Port Credit library. Mr. Aitken's borrowing habits
included returning books past their due dates. Mrs. Luckevich, the
Treasurer, reminded Mr. Aitken that the amalgamation benefited the employees
of the Port Credit and Streetsville Libraries by an increase in their
salaries and that it was obvious that the Mississauga Library, in the same
light, would wish to equalize services throughout the City and that the
Fine structure for overdue books was now uniform. Mr. Boaretti thanked
Mr. Aitken for his interest and appearance at the meeting.

NO ACTION REQUIRED

2. 49a

Correspondence

In regard to the letter from Mr. Saltzman of Park Royal Plaza, on a motion by Mr. Finlayson, seconded by Mrs. Keenan, the Chief Librarian is to proceed to negotiate a Lease for a period of two years.

During the discussion concerning this matter, the question of acquiring land in Park Royal was raised and the Board was shown a letter from the City Clerk stating that the City Council had approved the purchase of property as a building site for a library in that area.

A letter from the Credit Valley Conservation Authority concerning the proposed addition to the Port Credit Library, was received.

The letter from the Mississauga Staff Association concerning the appointment of delegates to Conventions was discussed and the following motion by Mr. Brierley, seconded by Mrs. Jagger, was passed :

Recommendations of the Staff Association should be considered by the Chief Librarian in his recommendation of staff to attend worthwhile library conventions, to the Library Board.

A letter from the City Clerk concerning the revisions to the Library's 10 year Capital Programme, following the official plan review, was received.

A letter from the Deputy City Clerk awarding the contract for the Woodlands Library to P.D. Bowslaugh, subject to O.M.B. approval, was received.

The letter from the Provincial Library Service concerning the increase of Public Library grants from \$1.35 to \$1.50 per capita was read by the Chairman.

Payment of Accounts

Payment of accounts for May, 1974 in the amount of \$109,713.06 was authorized on a motion by Mrs. Luckevich, seconded by Mrs. Keenan.

1974 Budget presentation to Council

The Chairman gave an account of this presentation to the Board and commented on the good Board and Staff attendance. He particularly commended the new Treasurer for her fine presentation of the Library's needs to Council. The Chairman explained that budget cuts of \$175,000 would mean that no new staff could be added, which means that increased use of libraries in Mississauga would have to be taken care of by our already comparatively small staff. The budget cut also meant that no new library services could be developed this year.

There followed a discussion of the value of the library's computer programme as a service to other libraries. It was generally felt that an increased share of the costs could be borne by other libraries who might wish to participate in the results of the Mississauga Library's pioneering in the development of a Public Library Data Base. In this regard, on a motion by Mr. Finlayson, seconded by Mr. Johnson, the Chief Librarian was instructed to prepare a report which might indicate what would be a fair return on the library's investment in computer services.

Librarian's Report

In regard to the Chief Librarian's discussion with Mr. Becher, Assistant Manager for Square One, concerning the establishment of a branch there, the Board expressed the opinion that any thoughts in this matter should be reserved until the new City master plan has been completed.

Choice of Architect for Burnhamthorpe

Following the expected permission from the City to hire an architect for this project, the Chief Librarian is to select five architects for interviews with the Board, from which a choice will be made. One of the criteria for the preliminary selection is that the architects will have previously built a public library.

Agreement between Port Credit Library and Marion Elizabeth Clarkson, Author

Following a discussion of the Port Credit library's role in the publishing of a History of Port Credit, where it was brought out that there remained 438 books in stock at the library, it was decided on a motion by Mrs. Jagger, seconded by Mr. Brierley to distribute the balance of these books to as many Grade 6 pupils as possible, attending schools south of the Queen Elizabeth Highway and that, following formal notice by the Author, the copyright and galley-proofs be re-assigned to the Author as per the original agreement between the Author and the Port Credit Library.

Sick Leave Policy

After some consultation among Board members, it was decided to defer consideration of any changes in Sick Leave Policy to the next Board meeting.

Board activities during July and August

Board meetings during these two months would be called by the Chairman or Vice-Chairman, on the suggestion of the Chief Librarian in order to conduct pressing business. The Treasurer or Vice-Chairman will authorize payment of accounts for these two months, which will be ratified at the regular Board meeting in September.

Film

The Board viewed a film called "Multiple Choice" which was produced for the Indiana State Library and distributed by Calvin Communications, Inc., with the purpose of informing Board members of their responsibilities. The film was well received, content noted as being accurate and especially interesting since it showed a number of interior and exterior views of various other public libraries.

4. 49c

On a motion by Mr. Finlayson, seconded by Mr. Brierley, the meeting
adjourned at 10.30 p.m.

(sgd) Noel Ryan
.....
Secretary

(sgd) L. Boaretti
.....
Chairman



50

Office of the
Minister

Ministry of the
Solicitor
General

416/965-2021

Hearst Block
Queen's Park
Toronto Ontario

October 2, 1974.

Mr. Terence L. Julian, A.M.C.T.,
Assistant Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.
L5B 1M2

Dear Mr. Julian:

I wish to advise that I have received a copy of the Resolution of the Council of the Corporation of the City of Mississauga, dated August 26th, 1974, in relation to fire and police negotiations.

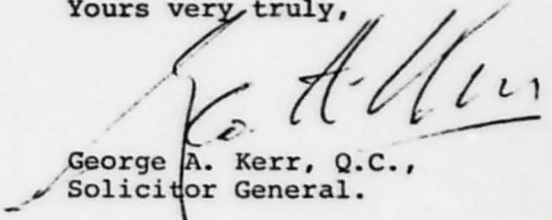
As you know, there is a central agency for determining police arbitrations at this time. When this system was initiated, it was decided by the Ministry to see how it operated to the satisfaction of the parties before thought was given to incorporating such a procedure for fire disputes. There have been different points of view expressed on the police system and in fact one of the arbitrations is now before the courts for review and determination.

Meetings have been held between officials of my Ministry and The Ontario Municipal Personnel Association, the Fire Fighters Association, the Fire Chiefs Association and the Fire Marshal's Office, to discuss matters within the purview of the Fire Departments Act, and of course one of the issues is the determination of disputes arising between the fire fighters and a municipality.

I appreciate being advised of the position the Council of the City of Mississauga has taken in relation to this issue.

RECEIVED

Yours very truly,


George A. Kerr, Q.C.,
Solicitor General.

NO ACTION REQUIRED

September 27, 1974

51

2200 Parker Drive,
Mississauga, Ontario,
L5B 1W2.

H. Rutherford, Clerk,
Regional Municipality of Peel,
150 Central Park Drive,
Bramalea, Ontario.

Dear Sir:

Re: Proposed Barrier on Gordon Drive

It is with great surprise and concern that I, and neighbours of mine on Parker Drive, have heard reports of such a proposal becoming effective as a result of meetings of our council in which this proposal has been considered, and which has been reportedly approved.

This proposal was one of several proposals considered by our Gordon Woods Homeowners association last fall and voted upon by the members present at this meeting. It received many fewer votes than the proposal which was approved at this meeting which recommended to the Council a right turn off Gordon Drive on to the Queensway West, as likely the best of the alternatives available to reduce or eliminate the distressing problem caused by through traffic on Gordon Drive. There is no doubt that the proposal to put a barrier on Gordon Drive would have been defeated had it been brought to a vote because with only a few exceptions, the residents on Parker, Isabella and Harborn Trail would have voted against it. At a subsequent meeting of the Gordon Woods Homeowners Association Executive, it was agreed that because of the general opposition of residents on these three streets such a proposal would not have the support of the membership and should be no longer considered as an alternative solution to this difficult problem.

Now we seem to be faced with a possible "fait accompli" which is against the majority wishes of our membership.

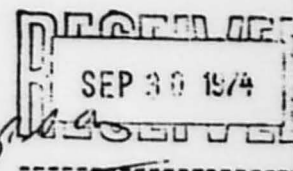
The opposition to this proposal is based on a number of objections which have not, to our knowledge been resolved so as to make this proposal a reasonable solution to the Gordon Drive traffic problem.

On behalf of others on our street, who like myself, do not believe this proposal should be approved by the Council, I wish to ask that such approval shall be deferred, or if approval has been given, that action on it shall be deferred until a full discussion of this proposal has taken place involving the residents of the area which would be directly and adversely affected upon its implementation.

REFERRED TO ENGINEERING
FOR CONSIDERATION AT EXPIRY
OF ONE MONTH TRIAL PERIOD

Yours very truly,

D. A. Thompson
Daniel A. Thompson





F. E. P. GRIGGS

2167 Parker Drive
Mississauga, Ontario
L5B 1W3
September 23, 1974

52
—

The Committee of Council
City of Mississauga
Mississauga Centre
Mississauga, Ontario

Gentlemen:

From recent reports there appears to be considerable misunderstanding and confusion as to the blocking off of Gordon Drive. I have heard various comments and it is said to be of an experimental nature on a 30-day trial basis.

The residents of Harborn Trail, Parker and Isabella oppose this move vigorously. There are two virtually blind and extremely dangerous corners; one at Harborn Trail and Parker and a second at Parker and Isabella. By coincidence, these corners house a number of small children.

A second and very important point is that Gordon Drive is the only through north/south road west of No. 10 and in the event of accidental closing of No. 10 between the Queensway and the Queen Elizabeth, Gordon is the only logical alternate.

In the event of such circumstance, that is the closing of No. 10, and ambulances had to come from the south, the only way they could come with the blocking of Gordon Drive would be via Harborn Trail, Parker and Isabella. Cars off the road at these corners are commonplace in the winter months.

While we appreciate very much the unpleasantness that has been created on Gordon Drive by its use as a through artery, we do not think that simply shunting it around and putting it on Parker Drive is a reasonable or rational answer.

Yours very truly,

F. E. P. Griggs

cc - Councillor David Culham

REFERRED TO ENGINEERING FOR CON-
SIDERATION AT EXPIRY OF TRIAL PERIOD

RECEIVED	
REGISTRY No.	8704
DATE	SEP 26 1974
FILE No.	
FILED BY	4274
CLERK'S DEPARTMENT	

THE MISSISSAUGA HOSPITAL



L. MURRAY EADES
Chairman

MERRITT G. HENDERSON, C.A.
Administrator

100 QUEENSWAY WEST
MISSISSAUGA, ONTARIO L5B 1B8

September 25, 1974.

City of Mississauga,
1 City Centre Drive,
Mississauga, Ont.
L5B 1M2

Attention: The City Council

RECEIVED	
REGISTRY No.	8754
DATE	SEP 27 1974
FILE No.	42-74
FILED BY	
CLERK'S DEPARTMENT	

Dear Sirs:

Re: By-Law No. 352-74 Gordon Drive

This letter is being sent on behalf of the Medical Staff of The Mississauga Hospital to object to the proposed closing of Gordon Drive, By-Law #352-74.

The members of our Medical Staff feel that this By-Law should be carefully reviewed in regard to the public safety of persons living in the Mississauga area, and with respect to the importance of closing a street so close to a busy hospital.

The consensus of the members of the Medical Staff is that this street should not be closed for public safety reasons. We hope you will take our views under consideration when Council votes on By-Law #352-74.

Yours very truly,

E. G. Davies, M.D.,
President,
Mississauga Hospital Medical Society.

REFERRED TO ENG. DEPT. FOR
CONSIDERATION AT EXPIRY OF
ONE MONTH TRIAL PERIOD

THE MISSISSAUGA HOSPITAL



L. MURRAY EADES
Chairman

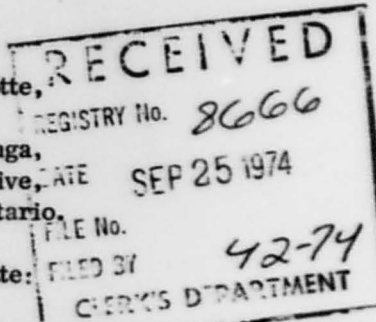
MISSISSAUGA, ONTARIO

MERRITT G. HENDERSON, C.A.
Administrator

September 24, 1974.

Mr. David Turcotte,
Clerk,
City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Mr. Turcotte:



It has come to our attention that a proposed by-law would close Gordon Drive to through traffic. The Board of Directors asked me to bring to the attention of Council their concern that the proposed closing could have a serious affect on ambulance access to the hospital from the South.

Should No. 10 Highway become obstructed between the North Service Road and the Queensway West, the quickest road to the hospital would be by Gordon Drive. Until such time as the Queensway is extended West from Dixie Road, there is no convenient route to the East.

The Board of the Hospital wish to ensure that the Council gives serious consideration to ambulance access to the hospital from the South before a decision is made on the closing of Gordon Drive.

Yours very truly,

A handwritten signature in dark ink, appearing to read "M. Henderson".

Merritt G. Henderson,
Administrator.

REFERRED TO ENG. DEPT. FOR
CONSIDERATION AT EXPIRY OF
ONE MONTH TRIAL PERIOD

230 Harborn Trail,
Mississauga, Ontario,
September 20th, 1974.

601-1 55

RECEIVED	
REGISTRY No.	8579
DATE	SEP 23 1974
FILE No.	42-74
FILED BY	18-74
CLERK'S DEPARTMENT	

Mr. H. Rutherford, Clerk,
Regional Municipality of Peel,
150 Central Park Drive,
Bramalea, Ontario.

Re: Proposed Barrier, Gordon Drive

Gentlemen:

We have learned that a traffic barrier is to be constructed on Gordon Drive to reduce the flow of traffic. We are directly opposed to this interference of our right of way and list the following reasons:

1. It will increase traffic on Harborn Trail, Parker Drive and Isabella Street to the inconvenience of the residents. The two corners at the intersection of these three streets are extremely sharp and blinded by bushes, trees, etc. and unsuitable for this increased traffic.
2. This matter has been discussed at the Gordon Woods home-owners meetings, many times and this proposal is not a recommendation from this organization. It appears to be a proposal offered by a few self interested residents on Gordon Drive, some of whom have recently located on that street.
3. This barrier could well interfere with emergency services such as fire and police. Gordon Drive is the only alternate route to the hospital from the south should Highway 10 be closed. An example how this highway could be closed is the possibility of an accident and resultant fire from the many tandem trailer fuel trucks that use this route.

Neighbours have indicated that the traffic has been reduced by the recent improvements to Highway 10. Current construction on the Queensway should again reduce this problem. We would not object to a sensible reduction of traffic on Gordon Drive. The only proposal discussed with some merit is to permit only right hand turns off Gordon to the Queensway.

REFERRED TO ENG. DEPT. FOR
CONSIDERATION AT EXPIRY OF
ONE MONTH TRIAL PERIOD

Yours respectfully,

A. D. Fulford
A. D. Fulford.



HOMEOWNERS' ASSOCIATION

APPLEWOOD ACRES, MISSISSAUGA

56

2252 Haltyre Court,
Mississauga,
Ontario.

September 22, 1974.

The City Clerk,
The City of Mississauga,
1 City Centre Drive,
Mississauga, Ontario.

Dear Sir:

The North Applewood Homeowners' Association is concerned about the mass resignations of the Mississauga Municipal staff during the last several months and finds it difficult to believe that under such conditions efficient management can be maintained or that a city of over 200,000 effectively governed. It further questions whether the elected officials are now capable of fulfilling their responsibilities.

A reply would be appreciated.

Yours truly,

Arnold Tremere

Arnold Tremere,
President.

RECEIVED	
REGISTRY No.	8608
DATE	SEP 24 1974
FILE No.	
FILED BY	7-79
CLERK'S DEPARTMENT	

REFERRED TO S. KEITH FOR REPORT
REGARDING TOTAL STAFF COMPLEMENT